

# RAYMOND'S VACATION EXCURSIONS

ALL TRAVELLING EXPENSES  
INCLUDED.

TWO GRAND TOURS

\* ACROSS THE CONTINENT \*

Yellowstone  
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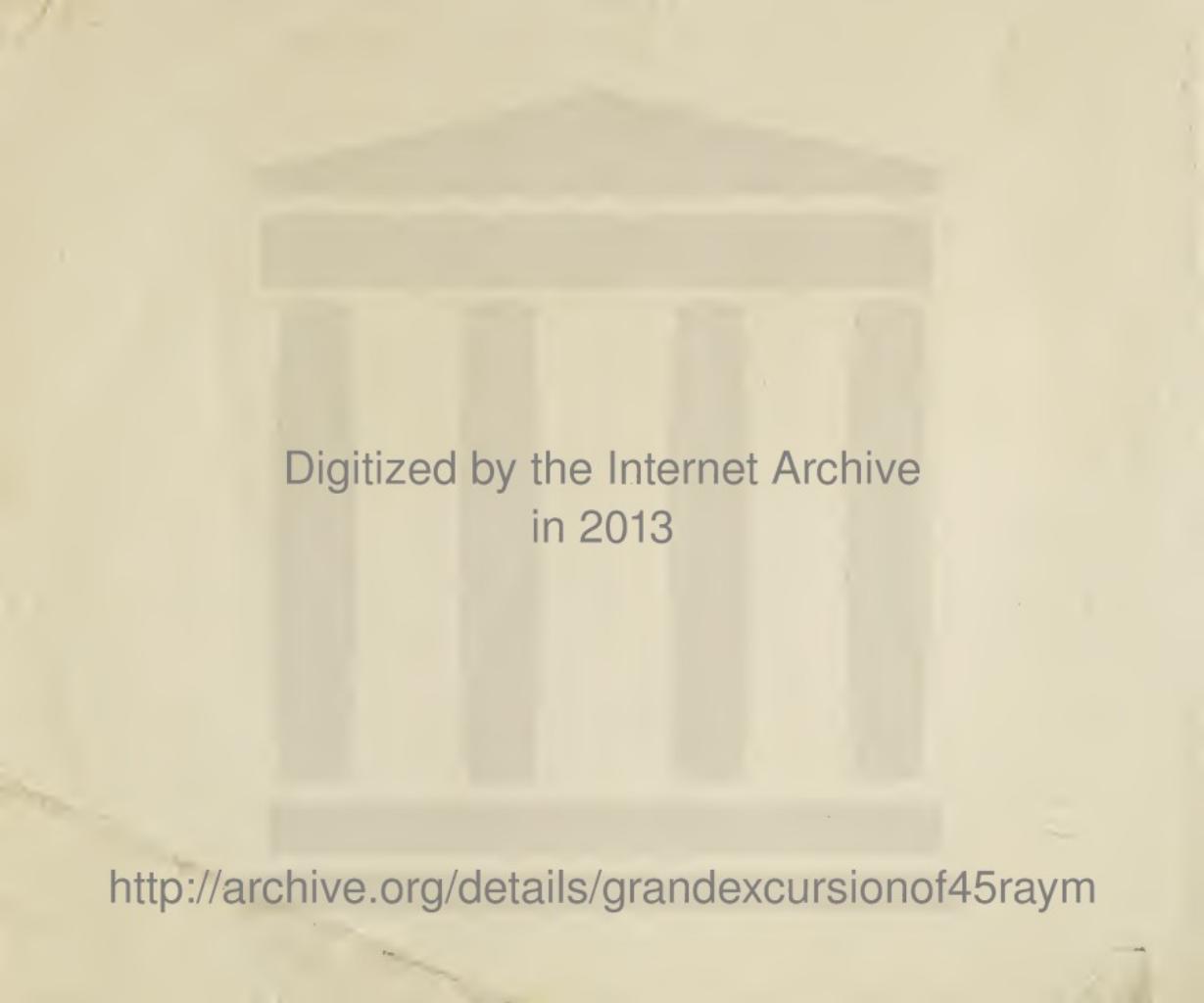
Leaving Boston September 7 and October 15, 1891.

INCIDENTAL VISIT TO THE YELLOWSTONE NATIONAL PARK.

W. RAYMOND,

I. A. WHITCOMB,

296 Washington Street (opposite School Street), Boston, Mass.

A very faint, light gray watermark-like image of classical architecture, specifically a series of fluted columns supporting a entablature, is visible in the background.

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SEASON OF 1891-92.

GRAND EXCURSION OF SIXTY-ONE DAYS,

INCLUDING A VISIT TO THE

# YELLOWSTONE NATIONAL PARK

WITH AN ADDED TOUR

*ACROSS THE CONTINENT*

AND TO THE

SCENIC POINTS OF THE PACIFIC NORTHWEST AND CALIFORNIA.

A Week in Wonderland, Incidental Visits to the Chief Cities of Washington, Oregon, and British Columbia, the Cascade Mountains, Puget Sound Country, Mount Shasta Region, Sacramento Valley, San Francisco, Monterey, Santa Cruz, San Jose, Mount Hamilton, San Rafael, Santa Barbara, Los Angeles, San Gabriel, Pasadena, Redondo Beach, San Diego, Coronado Beach, Riverside, Redlands, Las Vegas Hot Springs, Chicago, Niagara Falls, Etc.

Date of Leaving Boston, Monday, September 7.

The Sojourn in California to be Extended at Pleasure.

PRICE OF TICKETS (ALL TRAVELING EXPENSES INCLUDED), \$525.00.

W. RAYMOND,

296 Washington St. (opp. School St.), Boston, Mass.

I. A. WHITCOMB,

### Suggestions in Regard to Joining a Party.

Persons desiring to join any one of our parties should send their names to be registered at as early a date as convenient. A name is registered as soon as there is an intention of going, and this registration secures a place in the cars, at hotels where sojourns may be made, and in every way insures membership in the party. No payment of money is required in this connection, and no responsibility is incurred. If circumstances prevent the person from going, early notice of the fact should be sent to us, and the name will be taken from the list, the next applicant being permitted to fill the vacancy. Tickets can be taken and paid for at the convenience of the passenger any time to within three or four days of the date of departure, and, should the passenger then be prevented from going, the money will be refunded. The advantage of sending in names early is readily seen. In all cases the parties are limited in numbers and it frequently occurs that the lists are filled long before the dates of departure. Persons are not compelled to come to Boston for the purpose of joining an excursion, but may connect with the train at any convenient point along the route.

# THE YELLOWSTONE NATIONAL PARK AND THE PACIFIC COAST.

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September 7 to November 6.

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We shall supplement our regular trips to the Yellowstone National Park and the Pacific Northwest with a tour of the same scope and extent through those wonderful regions, and a farther excursion to the most picturesque sections of California. The entire length of two of the longest transcontinental railways will be traversed—the Northern Pacific, which lies along the northern frontier of our country, and the Atchison, Topeka & Santa Fe, which extends through the southern border-land; while the intermediate journeys on the Pacific Coast lie over another great railway line—the Southern Pacific Company's—for over 1,500 miles. Our journey along the Pacific Coast includes the great stretch of country lying between Victoria, the capital of British Columbia, and San Diego, which is situated on the extreme southern border line of California. The route of the excursion combines in its constant succession of grand features the most diversified and picturesque scenery upon the continent.

The western journey will be broken in several pleasant places, and there will be short but restful sojourns at cities on the way. A week will be passed in the Yellowstone National Park, a region full of natural wonders, of which explorers and travelers

have told us something, but which nevertheless demand a personal inspection to aid the mind in comprehending the marvels the best writers can but feebly describe. This period is much longer than is usually taken by tourists in making a round of the park; and the possibilities thus afforded, both in the way of sight-seeing and in an easy and restful journey, will be appreciated. The farther trip westward over the Northern Pacific Railway discloses the grand scenery of the Rocky Mountains, Lake Pend d'Oreille, and the Cascade Mountains. There will be an excursion on Puget Sound, with visits to Victoria, the capital of British Columbia, Seattle, and Tacoma. An inspection of Portland and a steamer trip on the Columbia River will be other features of interest before the party will turn southward towards California. The journey from Portland to San Francisco will be made by the magnificent overland route, which brings into view the beautiful mountain scenery of Southern Oregon and Northern California. Near the headwaters of the Sacramento is glorious Mount Shasta, one of the grandest mountain forms on the American continent. The time to be passed in San Francisco will be sufficient to afford the tourist a leisurely inspection of that interesting city and its picturesque surroundings. There will be side trips to San Rafael, San Jose, Mount Hamilton, Santa Cruz, and the beautiful Hotel del Monte at Monterey, and a later journey to Southern California, with ample time for visits to the Yosemite Valley and the Mariposa Grove of Big Trees. This trip is easily made in a side excursion from Berenda *via* Raymond. From all points in Central and Southern California the return tickets are good for six months, so that persons can prolong their stay through the winter at their own option. Santa Barbara, Los Angeles, San Gabriel, Pasadena, Redondo Beach, San Diego, Coronado Beach, Riverside, and Redlands, are the places in Southern California to which special visits are to be made, either with the party or on any subsequent dates that may suit individual preferences.

The homeward route will be over the Atchison, Topeka & Santa Fe line, which extends through Arizona and New Mexico (the border-land of the South), Colorado, and Kansas. From Kansas City we proceed over the Chicago, Rock Island & Pacific Railway to Chicago, and thence *via* the Chicago & Grand Trunk and its eastern connections, paying a visit of inspection to Niagara Falls on the way.

#### From Boston to Chicago.

The party will leave Boston Monday, September 7, at 3.00 p. m., *via* the Hoosac Tunnel line, from the Fitchburg Railroad station. The West Shore Railroad will be traversed from Rotterdam Junction to Suspension Bridge, and the Southern Division of the Grand Trunk and the Chicago & Grand Trunk lines from that point westward to Chicago.

Chicago will be reached Wednesday morning, and there will be a transfer to the popular Sherman House, where there will be a sojourn until Thursday afternoon.

#### From Chicago to St. Paul and Minneapolis.

Leaving Chicago Thursday afternoon by the Wisconsin Central line (station at the corner of Harrison street and Fifth avenue), the party will proceed through Wisconsin to St. Paul. On arrival in that city, Friday morning, the passengers will be transferred to the Hotel Ryan, and in the course of the day there will be a carriage ride with visits to the chief business and residence sections of the town, the Capitol, Summit avenue, Observatory, Fort Snelling, etc.

Saturday morning the party will proceed to the neighboring city of Minneapolis, where Sunday will be passed at the elegant West Hotel. There will be a carriage ride Saturday afternoon with visits to the chief points of interest in Minneapolis and its charming suburbs, including Minnehaha Falls.

## Westward on the Northern Pacific Railroad.

Monday morning the westward journey will be resumed, the route lying over the main line of the Northern Pacific Railroad. The train will leave Minneapolis at 9.35 A. M.

We are to traverse, in two nearly equal stages, the entire length of the Northern Pacific Railroad, which stretches along our northern border from the Mississippi to Puget Sound, and through those coming empires, North Dakota, Montana, Idaho, and Washington. The great transcontinental line has brought within access of the tourist some of the most wonderful scenery on the face of the globe, and for its entire distance a country that is remarkably attractive.

The first stage of this magnificent railway trip will take us to the Yellowstone National Park. We first ascend the Mississippi Valley, passing through a rich and fruitful section of Minnesota. Then we traverse the new State of North Dakota. For a time we are in the great wheat belt of the Northwest, and actually upon some of the famous bonanza wheat farms. The Red River and the Missouri are both crossed by the railway line, and upon the banks of the latter stream is situated the thriving capital of the State—Bismarck. On the western bank of the Missouri, opposite Bismarck, is the flourishing railway city of Mandan. Near the western border of North Dakota, and a little over 600 miles from St. Paul, we pass through the northerly section of the famous “Bad Lands.” A mile west of the station of Sentinel Butte, the train crosses the State line and enters the new State of Montana, which possesses the princely domain of 143,776 square miles. At Glendive we reach the Yellowstone Valley, which we traverse the remainder of the way to the Yellowstone National Park.

## Through the Upper Yellowstone Valley.

Leaving the main line of the Northern Pacific Railroad at Livingston we shall turn southward and ascend the Yellowstone Valley fifty-one miles farther to Cinnabar, which lies only a short distance from the northern border of the National Park. We are now fairly in the mountain region, and the scenery of the upper valley is certainly magnificent, a fitting prelude to the wonders of the park.

Conveyance is had from Cinnabar to Mammoth Hot Springs, a distance of seven miles, by Wakefield's stage line, and the hotel will be reached about 12.00 M.

## The Mammoth Hot Springs.

The afternoon of Wednesday can be devoted to the rare sights of this wonderful region. The springs have built up a series of remarkable terraces on the west side of a little plateau, or basin, 1,000 feet above the Gardiner River, into which their waters flow. On the opposite side of the river rises the long, rugged mass of Mount Evarts, which has an elevation of 7,600 feet, or 1,213 feet higher than the plateau. The whole plateau and the steep slopes extending down to the river are mainly composed of calcareous deposits, resulting from springs and geysers now extinct. There are no active geysers at the present time in this basin; but two large cones of extinct geysers stand at no great distance from the hotel, and are almost the first objects to attract attention. These are "Liberty Cap," an isolated shaft forty-five feet in height and twenty feet in diameter at its base, and "Giant's Thumb," or "Liberty Cap No. 2," about 100 yards distant, and smaller. Both show signs of considerable age, and are gradually crumbling away. All around are a number of shallow basins; and in other parts of the plateau are cavities and caverns, from which hot springs probably flowed at some period more or less remote. The beautiful terraces now in process of forma-

tion below the active springs are the most interesting objects to be seen, however. The recent deposits, on which the springs are at present situated, occupy about 170 acres.

### On the Road into the Park.

Leaving the hotel at Mammoth Hot Springs Thursday morning, the party will proceed to the Yellowstone Falls and Cañon *via* the Norris Geyser Basin. This journey and the subsequent trips about the park will be made in comfortable wagons. The early part of the ride lies over a road which ascends the banks of Glen Creek to the Golden Gate and Rustic Falls, near which is Kingman's Pass, 7,300 feet above the sea. On the plateau above, from which a grand view is had of Electric Peak, Quadrant Mountain, Bell's Peak and Mount Holmes, Swan Lake is situated. Willow Park is the name given to a little region which has often served as a camping-place, and which is a noted resort for elk. Nor far beyond are the famous Obsidian Cliffs and Beaver Lake. There is a ridge 1,000 feet in length, and from 150 to 250 feet in height, rising in almost vertical columns from the eastern shore of the little lake. This mass is composed of volcanic glass. Later on we come to the Norris or Gibbon Geyser Basin.

### The Norris or Gibbon Geyser Basin.

This is the highest geyser basin in the park, its elevation being 7,530 feet above the ocean level, and it covers an area of about six square miles. There are numerous springs of water and mud, and a few veritable geysers from which water or mud gushes forth. One of these, the "Monarch," ejects a column of water to the height of 100 feet. The mud geysers are strange objects. Mud of various tints and states of consistency is thrown out or seen continually seething and bubbling. Dr. Peale

enumerates ninety-seven springs of various kinds within this basin. The peculiarities here noticed are the absence of any very great accumulation of deposits, the newness of some of the important geysers, and the abundance of iron and sulphur.

### The Yellowstone Falls.

From the Norris Geyser Basin we proceed to the Grand Cañon Hotel. This establishment, erected in 1890, is situated upon an elevated plateau west of the Grand Cañon of the Yellowstone, and about half a mile from the Lower Fall. It is one of the best appointed hotels in the park, and has good accommodations for a much larger number of guests than the old house. At the head of the upper fall the river has a width of about eighty feet, and the waters plunge over a shelf between walls that are from 200 to 300 feet in height, upon a partially submerged reef 112 feet below. Dense clouds of spray and mist veil fully one-third of the cataract from view.

Half a mile below is the Lower or Great Fall, which is grander and more impressive than the other, though not more picturesque. Here the waters pour into the fearful abyss of the Grand Cañon, the sheer descent being 300 feet. The wooded slopes of the gorge tower far above the flood, and one has to descend a steep incline to reach a platform which serves as a good view-point at the verge of the fall. The best views, however, are had farther down the trail, where many jutting points afford an outlook into the wonderful cañon. Clouds of mist ascend from the foot of the falls, and the walls are covered with a rank growth of mosses and *algæ*. Midway between the two falls the road crosses Cascade Creek, which flows down to the Yellowstone from the slopes of Mount Washburne. There are here three beautiful little falls known as the Crystal Cascades, 129 feet in height; and directly beneath the bridge is the "Grotto Pool."

### The Grand Cañon of the Yellowstone.

The cañon may be well considered the greatest of the park marvels. The height of the plateau at the falls is about 7,800 feet. It increases slightly northeastward, until, in passing the mountains, it has an elevation of about 8,000 feet. Thence northward it decreases in height rapidly, and at the mouth of Tower Creek it reaches but 7,200 feet. At the head of the Upper Fall the river level is but a few feet below the top of the plateau. This fall adds 112 and the Lower Fall 300 feet to the depth of the chasm. From the foot of this fall to the mouth of East Fork the total descent is 1,304 feet in a distance of twenty-four miles, being an average of 54.3 per mile. As far as the extremity of the Washburne Mountains, a distance of twelve miles, the cañon continues to increase in depth, both by the fall of the stream and the rise of the plateau; and the extreme depth, 1,200 feet, is attained at this point. Thence the depth decreases rapidly, and at the mouth of Tower Creek it is but 500 or 600 feet deep on the west side, and about 1,000 feet on the east side. Cold topographical facts and figures are quickly forgotten when the beholder gazes down into the gigantic rift. Neither pen nor pencil can do justice to its stupendous grandeur or its marvelous coloring, wherein it differs essentially from any similar scenic feature of the world's diversified surface.

### Yellowstone Lake.

From the Falls and Cañon we proceed to Yellowstone Lake. On the road some remarkable mud geysers are passed.

Yellowstone Lake, the largest body of water in North America at this altitude (7,740 feet), and one of the largest in the world at so high an elevation above sea-level, presents a superficial area of 139 square miles and a shore line of nearly 100 miles. It is shaped roughly, like an outspread hand, with a clearly defined though overgrown

thumb, but with hardly the regulation number of fingers. The outlet is at the wrist, and the new hotel is pleasantly situated a short distance therefrom. It occupies a bold bluff upon the shores of the lake, and overlooks a wide expanse of its fair surface and the beautiful mountains beyond. The lofty summits in the southward extension of the Absorakas, culminating in Mounts Doane, Langford, Stevenson, Silver Tip, Chittenden, and Cathedral Peak, all over 10,000 feet high, and Eagle Peak, which rises to the still greater height of 11,100 feet, occupy the southeast corner of the park reservation beyond the lake. Between two and three miles from the hotel is the Natural Bridge, which has been worn out by a little stream which descends from the mountains to the lake; and at the "Thumb," seventeen miles distant, is another group of geysers.

#### From the Lake to Upper Geyser Basin.

On leaving the lake we retrace our way down the Yellowstone Valley about nine miles, and then crossing the Hayden Valley, reach Trout Creek, where we dine. We then cross the mountains, reaching an elevation of 8,336 feet at Mary's Lake, and descend the west slope to Nez Perces Creek, which we follow about ten miles to the Lower Geyser Basin. From this point the road ascends the valley of the Firehole River to the Upper Geyser Basin.

#### The Upper Geyser Basin and its Wonders.

The Upper Geyser Basin is a nearly level tract inclosed by low hills, with the Firehole River flowing through it, and mainly upon the east side are found the chief geysers of this marvelous region. The basin has an area of about four square miles and a general elevation of 7,372 feet. Dr. A. C. Peale (in Hayden's *Report*) enumerates 440 springs and geysers within this territory, including twenty-six distinct geysers. There had been discovered within the park previous to 1878, according to the same authority,

2,195 springs and geysers, including seventy-one active geysers. These figures resulted from only a partial survey of the region. The Upper Basin group includes, with others, the following: "Old Faithful," "Castle," "Bee Hive," "Giant," "Giantess," "Grotto," "Grand," "Oblong," "Splendid," "Comet," "Fan," "Riverside," "Turban," "Saw Mill," "Lion," and "Lioness." These are scattered over the surface of the basin, chiefly along the river-bank, "Old Faithful" being at the southern extremity, and the "Fan" and "Riverside" at the northern end, near where the wagon road enters the basin. The "Grotto," "Giant," "Oblong," and "Castle" are near the road. The "Bee Hive," with its handsome cone, from which the geyser takes its name, together with the "Giantess" and "Lion" group, is upon the opposite side of the river from the hotel. Many beautiful springs are in proximity to the geysers, forming objects of interest second only to the mammoth fountains of hot water. The springs have generally great depth and clearness, and the beholder can examine minutely the delicate formations far beneath the surface. The edges are in many cases scalloped and variously tinted, causing the deep blue spring and its exquisitely colored border to resemble a mammoth flower. One spring bears the appropriate name of the "Morning Glory." Another very beautiful spring is situated quite near the "Castle" Geyser. There is no hour when the subterranean forces are inactive, and the Upper Geyser Basin at all times presents a strikingly weird scene. Strange sights and sounds greet the stranger on every side. Clouds of steam arise from a dozen different localities, some of the springs being hidden in the timber which covers the neighboring mountain-sides.

#### The "Excelsior" Geyser, and "Prismatic" Lake.

Leaving the hotel in the Upper Geyser Basin Monday morning, the party will proceed to the Fountain Geyser Hotel, in the Lower Geyser Basin. A halt will be made

on the way for the purpose of inspecting the great "Excelsior" Geyser, "Turquoise" Spring, and "Prismatic" Lake, all of which lie on the west bank of the river. The "Excelsior," the largest geyser known in the world, burst forth into great activity three years ago, after a period of inaction lasting about six years. The eruptions continued until the early part of 1889, when they again ceased. A great dome of water, often accompanied by lavatic stones, was thrown into the air to the height of between 200 and 300 feet, while the accompanying column of steam rose 1,000 feet or more. The crater is an immense pit 330 feet in length and 200 feet in width at the widest part, the cliff-like and treacherous walls being from fifteen to twenty feet high from the boiling waters to the surrounding level. Since that time this powerful geyser has again been in operation, and its displays naturally constitute one of the truly great sights in the Park. The name of "Cliff Cauldron" was given to it by the Hayden Survey in 1871, and it was not until some years later that it was discovered to be a true geyser. "Hell's Half Acre" is another expressive name bestowed upon this terrible pit. Two rivulets pour forth from this cauldron and from the neighboring springs, and the deposits along their channels are very brilliantly colored.

The "Turquoise" Spring, near the "Excelsior," is beautiful in its rich tints of blue; and "Prismatic" Lake, also near at hand, is another wonderful display of color. The latter is said to be the largest body of hot water in the world.

### The Lower Geyser Basin.

This basin is a wide valley, with an area of between thirty and forty square miles, having an average elevation of 7,236 feet, or about 150 less than the Upper Geyser Basin, from six to ten miles distant. Above this the surrounding plateau rises from 400 to 800 feet, the slopes being heavily timbered. In this section Dr. Hayden's party

found 693 springs, including the Egeria Springs of the Midway Basin, among which the "Excelsior" Geyser and "Prismatic" Lake are counted. The "Great Fountain," which ejects a stream of water to the height of 150 feet or more, is the most important geyser in this vicinity, with the exception of the "Excelsior," already mentioned. There is a smaller "Fountain" Geyser that is seen by tourists, the "Great Fountain" not being readily accessible. This plays several times daily and makes a beautiful display. One of the greatest wonders of this region is known as the "Mammoth Paint Pots." In a crater forty feet or more in diameter there are numerous mud springs, in which the material cast forth has the appearance of paint of different colors. The pasty material is exceedingly fine to the touch, and, as it bubbles up, generally assumes for a moment some floral form.

#### At the Mammoth Hot Springs Again.

Tuesday will be devoted in part to the journey from the Fountain Geyser Hotel to the Mammoth Hot Springs. The route is *via* the Norris Geyser Basin Hotel, where dinner will be provided. The beautiful Gibbon Falls are passed on the way. The party will reach the hotel at Mammoth Hot Springs in the afternoon. The night and the succeeding forenoon will be passed at the Mammoth Hot Springs Hotel.

#### From the National Park Westward.

After the tour through the Yellowstone National Park, the party will leave Mammoth Hot Springs on the afternoon of Wednesday, September 23, returning to Cinnabar by stage, and from that place to Livingston by rail. At the latter point we resume our western journey on the main line of the Northern Pacific Railroad. Climbing the picturesque Belt Mountains, we go through a tunnel 3,500 feet in length, at an elevation of 5,572 feet, and upon the west side of the range come first to Fort

Ellis and then to Bozeman, one of Montana's most flourishing cities. Ninety-eight miles west of Bozeman is Helena, the capital of the State and a city of nearly 20,000 inhabitants. Not far west of Helena we begin the ascent of the main range of the Rocky Mountains, and twenty-one miles distant from that city pass through the Mullan Tunnel, at an elevation of 5,548 feet above the sea, emerging upon the Pacific slope. The region lying west of the mountains and south of the railroad is very rich in minerals, and there are many productive gold mines in the tributary country. We descend Hell Gate River to Missoula, and at no great distance west of that place the road crosses several deep defiles. One of these, Marent Gulch, is crossed by a trestle bridge 866 feet long and 226 feet high. Surmounting the Bitter Root Mountains, we leave the State of Montana and enter the new State of Idaho. Idaho comprises 86,294 square miles, and its population is nearly 50,000, exclusive of 5,000 Indians. The road follows down Clark's Fork, a swift and turbulent stream, for a considerable distance, passing through a number of bold rock gorges, where road building was both difficult and costly. Turning northwest, the road rounds the lovely Lake Pend d'Oreille. This is a beautiful sheet of water amid the mountains. The railroad traverses only a narrow strip of Idaho, the distance from the eastern to the western border being about seventy-eight miles only. Entering Washington, we traverse a broad plain, and nineteen miles west of the State line reach Spokane Falls, one of the oldest as well as one of the most flourishing inland cities of the Pacific Northwest. The falls themselves are in the city, and furnish water-power for flouring mills and other extensive manufacturing interests.

#### **The Cascade Division of the Northern Pacific Railroad.**

The Cascade Mountains divide the State of Washington into two unequal divisions, about two-thirds of its area of 69,994 square miles being upon the east side of the

range. Washington and Oregon are practically alike, and the great Columbia River basin embraces a part of both. Within the limits of this section, which may be roughly estimated as being 150 miles wide and nearly 500 miles long, there are a score of valleys, some of which are larger than certain European principalities. The conditions are, in a large part of the tract, excellent for cereal crops, and wheat is a leading product. The Cascade Division of the Northern Pacific Railroad leaves the old line at Pasco, three miles from Ainsworth, and opens more direct communication with the tide waters of the Pacific Ocean, and also establishes a through line over the company's own roadway.

At an elevation of 2,809 feet we pass through the Stampede Tunnel, which has an extent of 9,850 feet, and is lighted by electricity. In the descent on the west slopes the views down into the ravines and across to the summits of the mountains are varied and grand. The great snow-covered dome of Mount Tacoma (elevation 14,444 feet) is the dominant feature, and there are many glorious glimpses of this beautiful mountain form. The Green River, a pure mountain stream, with here and there in its lower reaches deep, green pools, is followed for a considerable distance down the west side, and later the more peaceful Puyallup is reached. The road runs in proximity to the great coal fields on both sides of the mountains, and also through the great hop-growing district of Washington.

### Puget Sound.

We shall spend several days upon and near Puget Sound, sailing through its entire extent and visiting its important ports. The sound has an area of 2,000 square miles, with an irregular shore line of 1,800 miles. The shores are generally densely wooded with gigantic fir trees, and at several points are immense saw mills. There are many islands, and for the most part they are covered with timber like the mainland. There

is deep water everywhere, and at hundreds of places large ships could be loaded directly from the shore if necessary. The lumber and coal trade of the sound is very great and constantly increasing. The shores are in many places abrupt, and high mountains seem to environ this beautiful body of water.

### Seattle.

We first visit Seattle, which is situated on the east coast of Eliot Bay. A terrible conflagration destroyed nearly the entire business section of the place June 6, 1889; but the new Seattle is more substantial and handsomer than the old, and in many ways a gratifying indication of the pluck, energy, and business enterprise of her citizens. With a population of 43,914, according to the last census, an increase of 39,381 in ten years, the city has assumed a foremost place among the busy marts of the Pacific Northwest. During our stay in Seattle The Rainier will be our headquarters.

### Port Townsend.

We shall leave Seattle by steamer for Victoria early Saturday afternoon, going *via* Port Townsend. This latter city stands at the head of the Strait of Juan de Fuca, and is the chief American town on the west side of the sound. It is beautifully situated upon a series of bluffs and commands a noble outlook upon the mountains. It has commercial advantages which are being rapidly developed.

### Victoria, the Capital of British Columbia.

We shall reach Victoria in the afternoon, and the famous Driard House will be our resting-place through Sunday. The city presents many interesting features to the stranger, and the walks and drives in the vicinity are charming. The government buildings, which are in the Swiss style, are across St. James's Bay. The English government has a well-equipped naval station at Esquimalt. There is a populous

"Chinatown" within the city, and a reservation of the Songhish Indians just across the inner harbor.

### Tacoma.

We shall return up the sound by steamer, and pass Monday at Tacoma, a stirring American city, which has grown from a population of 1,098 in 1880 to 35,858 in 1890. The Tacoma, a large first-class hotel, will be our headquarters here. Like Seattle, Tacoma looks out upon the waters of the sound, and the mountains, the dominating feature of the view being Mount Tacoma. The streets are lined with commodious and stately business blocks, and the wharves with ships and steamers from all climes.

### Portland, Oregon.

After viewing the chief cities of Washington, we shall visit Oregon, journeying by the Northern Pacific Railroad from Tacoma to Portland.

Portland is the northwestern metropolis, and it is enjoying a steady and substantial growth. It has recently absorbed some of the neighboring municipalities, and at present includes a population of nearly 75,000. The business thoroughfares are lined with fine edifices, and some of the residences on the upper streets are very tasteful, as well as elegant and costly. The Chinese form a large element in the population, and have numerous shops on Second street. From the slopes in rear of the city there are superb views of the Willamette Valley and of the two beautiful mountains, Mount Hood and Mount St. Helen's. During our visit the new and magnificent hotel, The Portland, will be made our headquarters. This establishment has been erected by a company of citizens at a cost of about \$750,000, and is one of the finest hotels on the Pacific Coast. It occupies a whole square in one of the pleasantest and healthiest sections of the city, and has been furnished in a lavish manner. Its manager is Mr.

Charles E. Leland, a member of a famous hotel-keeping family, and personally popular through his connection with well-known Eastern hotels. A carriage ride will aid the visitors in gaining a comprehensive idea of the handsome city.

### The Columbia River.

We shall leave Portland Wednesday evening and ascend the shores of the Columbia River by railway as far as Dalles City. Here we shall pass the night, sleeping on our Pullman train, and the succeeding day, Thursday, October 1, will be devoted to the steamer trip back to Portland. The scenery upon the Columbia is unlike anything seen in our previous travels. It is unique and picturesque, often sublime. The great river breaks through the gigantic barrier of the Cascade Mountains, and for fifty miles is guarded by huge walls of stone or lonely, forest-clad slopes. There are few settlements, and the beholder looks upon Nature in her wildest and grandest aspects. There are many fine views of Mount Hood to be had from the steamer. As the river at the cascades is unnavigable, there is a transfer by a narrow-gauge railway; and at a landing six miles below the point of departure we take a second steamer. The scenery on the lower river is grandly picturesque. Castle Rock, the Pillars of Hercules, and Rooster Rock are strange rock forms near the shore.

Cape Horn is a tongue of forest-clad mountain that projects into the river from the north bank, and forms, just above it, a picturesque little bay. On the Oregon shore are several cascades which almost rival in loftiness those in the Yosemite Valley. Multnomah Fall makes two great plunges before it reaches the river, 800 feet in all; and Oneonta is another beautiful fall nearly as high. Latourelle and Bridal Veil are the names of two others. Flashes of foam, high amid the trees of the mountain-side, mark the presence of many unnamed and unvisited cascades. Vancouver, a handsome

town, occupying the site of old Fort Vancouver and still an important military post, is passed a few miles above the junction of the Columbia and the Willamette. On the Willamette River, three miles from its mouth and nine miles below Portland, there is a glorious mountain view—five giant peaks being seen at once. Fifty miles east is the beautiful white cone of Mount Hood, 11,025 feet high, one of the most stately and impressive peaks in America; sixty miles northeasterly, Mount St. Helen's, 9,750 feet high; seventy-five miles distant and a little farther eastward, Mount Adams, 9,570 feet; seventy-five miles southeasterly, and peering over the low ranges, Mount Jefferson, 9,020 feet; and one hundred miles north, with its superior height dwarfed by the distance, Mount Tacoma, 14,444 feet above the sea.

#### From Portland to San Francisco.

Returning to Portland late Thursday afternoon, we shall dine at The Portland, and at 7.00 the same evening take the cars on the Southern Pacific Company's Mount Shasta route to San Francisco. We first ascend the broad and fruitful Willamette Valley, passing through Oregon City, Salem, Albany, and other towns of importance. At Oregon City the falls of the Willamette are seen. Salem is the capital of the State. Crossing from the Willamette Valley to that of the Rogue River, the road ascends the latter through several pretty towns, and not far beyond Ashland reaches the great wall of the Siskiyou Mountains. There are two long tunnels through which the railroad runs. The old stage road passed over the mountains at an elevation of 4,300 feet. The California State line is crossed not far from Cole's, which was formerly a famous stage station. The road descends to the Klamath Valley, and at many points the outlook is grand in the extreme. The gigantic snow-covered mass of Mount Shasta stands out boldly in the northern approach, especially when seen from the

Shasta Valley or from Strawberry Valley. Mount Pitt (9,500 feet), Goose Nest (8,500 feet), Muir's Peak, or Black Butte (6,150 feet high), and the Scott Mountains (9,000 feet), as well as the Siskiyou range, through which we have passed (from 6,000 to 8,000 feet), are also prominent objects; but the magnificent presence of Shasta dwarfs them all. For many hours the train is near this lofty peak, passing, in fact, upon three sides of the mountain. Viewed from the north, it appears to rise almost from a level plain; and at Sisson's, where the traveler is only eight miles distant, the mountain also assumes gigantic proportions. There are two summits, one of which is 14,442 feet, and the other 12,940 feet high. At Acme the railroad has an elevation of 3,902 feet. The scenery along the upper Sacramento is very picturesque. There are numerous cascades amid the forest-clad slopes, and looking backward many grand glimpses are caught of the noble mountain peak. Mossbrae Falls are among the prettiest of the cascades bordering the Sacramento. The Klamath, the second largest river in California, was crossed not far south of the Oregon line; and the Pitt River empties into the Sacramento near Redding. Descending the broadening valley of the Sacramento, the road passes through a dozen or more large towns, including Red Bluff, Tehama, Chico, and Marysville before it joins the Southern Pacific Company's main line near Sacramento. The route takes the traveler thence through Sacramento, Elmira, Suisun and Benicia, across the Straits of Carquinez on the huge ferry-boat "Solano," from Port Costa along the shores of the bay to Oakland, and then by a steam ferry across San Francisco Bay to his destination.

### ) The Palace Hotel.

The gigantic and magnificent Palace Hotel will be our headquarters during the stay in San Francisco. This is not only one of the largest hotels in the world, but one of the costliest and most elegant in its interior finish. In one edifice it covers the block

bounded by New Montgomery, Market, Annie, and Jessie streets, occupying an area of 96,250 feet; and the distance around its outer wall is exactly one-quarter of a mile. In addition, the Grand Hotel on the opposite corner of Market and New Montgomery streets has been absorbed in this colossal hostelry. Compared even with the largest hotels in Eastern cities The Palace seems of vast proportions. There is a promenade on the roof of a third of a mile. The visitor is first ushered into the grand central court. This is a noble enclosure 144 by eighty-four feet, seven stories high, and roofed with glass, into which carriages are driven. Ornamental balconies run around the four sides at each floor, and choice tropical plants relieve the glaring white of the marble fabric. About the ground promenade are grouped the office, reception-parlors, reading-rooms, breakfast and dining-rooms, etc., with spacious communicating hallways; the chief parlors being upon the second floor. The rooms are very large, and all of them are handsomely furnished. The building having cost six millions of dollars, another half million was expended for furniture and carpets, and recently over one hundred thousand dollars have been put out in alterations and improvements. The lowest story has a height of over twenty-seven feet, and the topmost sixteen. The hotel is under the management of Mr. C. Percy Smith.

### San Francisco.

The metropolis of the Pacific Coast is a handsome city, and naturally of a cosmopolitan character. With a population of 297,990, according to the recent census, it stands eighth in the list of American cities — next after Baltimore and ahead of Cincinnati. In some particulars, and notably in its street-car service, which consists mainly of "cable roads," it is in advance of the older cities of the country, while the beautiful Golden Gate Park is deservedly an object of pride to the citizens. The

greatest curiosity in the city is the Chinese quarter, a rectangular block, seven squares in length by three and four in breadth. It is near the business centre, and only a few blocks away from the palaces of the railway millionaires. The houses are nearly all tall, decayed buildings, swarming with tenants. The blocks are cut up into sections by narrow alleys, and filled with squalid, underground dens, and attics whose over-hanging dormer windows shut out all but a slender patch of sky. The cellars are occupied by shops, factories, or opium dens. The main streets are lined by the stores of the large Chinese merchants. You find yourself in a populous corner of China. Even the fronts of the houses have assumed a Celestial aspect, not only in the signs and placards at the windows and shop-fronts, but in the altered architecture and decorations. An interesting experience is to spend a half-hour in watching the performances at a Chinese theatre, and listen to the ear-piercing, mournful music, and then adjourn to a neighboring restaurant, drink genuine Chinese tea in Celestial style, and taste the cakes, preserved watermelon, and sweetmeats. In all the stores and other portions of the Chinese quarter, Eastern visitors are received with the greatest courtesy. The members of the party will have a carriage ride to the Golden Gate Park, the Cliff House, etc.

### San Rafael.

There will be ample time for inspection of San Francisco, and also for excursions to some of the celebrated resorts in the vicinity. The earliest of these will be a visit to the new and elegant Hotel Rafael, in San Rafael, fifteen miles north of the city. In going thence the party will take the San Francisco & North Pacific Railroad, crossing the beautiful bay to Tiburon by ferry, and going thence by rail. The town of San Rafael is situated in a picturesque vale at the foot of Mount Tamalpais, one of the

loftiest of the Coast range of mountains. The party will remain at San Rafael from Tuesday until Wednesday, when it will return to San Francisco, only to start upon another out-of-town trip.

### Santa Cruz.

Taking the Alameda ferry at the foot of Market street, we shall proceed over the Southern Pacific Company's narrow-gauge railway to Santa Cruz, passing through Santa Clara, San Jose, Los Gatos, and the celebrated grove of big trees near Santa Cruz. This route is bordered by characteristic California valley and mountain scenery of surpassing beauty. The "Big Trees" form a grove of considerable extent, and the road runs within a few rods of the largest of them. They are gigantic redwoods, and in some cases actually rival, both in girth and height, the famous *Sequoia Gigantea* of the Mariposa forests. The Pope House, or the Pacific Ocean House, will be made a sojourning-place until the succeeding day. One feature of the stay will be a carriage ride along the romantic cliffs, and to other points of interest.

### Monterey and the Elegant Hotel del Monte.

Leaving Santa Cruz Friday afternoon, we shall proceed by the way of Pajaro to Monterey, arriving at the famous Hotel del Monte in the early evening. Five days are assigned to this beautiful resort, and the sojourn here is sure to prove one of the most delightful features of the whole trip. The Hotel del Monte is situated in a picturesque grove of ancient trees, and nature has supplemented art in providing every appointment and surrounding that contributes to the health, comfort, and pleasure of the guest. A great expanse of grove and garden, considerably over 100 acres in extent, has been beautified in every fascinating way known to the art of the landscape gardener; and the visitor may wander for hours amid flowers and under the green man-

tling of nature's choicest foilage. A little walk farther brings one to the matchless beach and the great bathing-house, where the sea-water, tempered by artificial heat to a comfortable degree, is introduced into vast swimming tanks, forming a paradise for the bather. Outward, the eye gazes upon a bay of matchless beauty, bordered by sloping hills of green, with far-away mountains.

The hotel is a model of elegance, comfort, and neatness. Everything is scrupulously clean, as if the house were opened yesterday. The new hotel is much larger than the old one, and there was no money spared in making it complete to the minutest detail. The public rooms, comprising the dining-room, parlors, ball-room, etc., are large and airy, and the roomy verandas are also of wide extent. The guest-rooms are likewise commodious and finely appointed. The house has less an air of the American watering place hotel than travelers encounter at large caravansaries in general, and one might almost imagine that he is a guest at some palatial English home, with its surroundings of park and flowers. There are, nevertheless, 430 rooms in this grand establishment, and the dining-room will seat 500 persons with comfort. The Hotel del Monte is under the experienced management of Mr. Geo. Schönewald.

A mile away is the old historic town of Monterey, the first capital of California, and still containing many relics of Spanish, Mexican, and early American occupation. Four miles distant, and reached either by railway or carriage road, is Pacific Grove, and below that point lie Moss Beach, Cypress Point, Pebble Beach, and other delightful bits of shore scenery. Good roads abound, and a splendidly equipped stable is among the appointments of the hotel. The famous "eighteen-mile drive" includes the places we have mentioned and other picturesque points. Carmel Mission, established by Father Junipero Serra in 1770 and the second oldest of the Franciscan religious stations established in California, is about eight miles from the Hotel del Monte. As the

tickets returning from California eastward are good for six months, persons will be able to prolong their stay at Monterey if they desire, without sacrificing any part of the same.

### San Jose and Mount Hamilton.

Returning from Monterey by the Southern Pacific Company's road on Wednesday, October 14, a visit will be paid to the handsome and flourishing city of San Jose. The Hotel Vendome, which was completed several seasons ago, will be made the headquarters of the party. Thursday will be devoted to an excursion by stage to the Lick Observatory, on the summit of Mount Hamilton, and return. The trip will be made in the roomy and comfortable vehicles owned by the Mount Hamilton stage company. The stage road is one of the most remarkable in America. The elevation of the observatory is 4,209 feet, and San Jose stands eighty feet above the sea-level. The air-line distance between the two points is only thirteen miles, but the road is twenty-six miles in length. The gradient is in all places kept less than six and a half feet in the hundred' (343 feet to the mile), this being maintained through a series of turns no less than 367 in number. The observatory, which was founded by Mr. Lick, was erected and fitted up at an expense of nearly \$1,000,000. It is one of the most complete in the world, and contains, with other treasures of science, the world's greatest telescope. The remains of the princely donor rest in the foundation pier of this great instrument. The observatory is under the direction of Professor Edward S. Holden, as President of the University of California.

Friday afternoon, October 16, the party will proceed from San Jose by the Southern Pacific Company's line, *via* Niles, to Oakland Pier, where Pullman cars will be taken for the southern section of the State.

### Southern California.

Leaving Oakland on the Southern Pacific Company's main line of railway, in Pullman palace cars, we retrace our way as far as Port Costa, and then turn southward *via* Tracy, Lathrop, etc. The route takes us the whole length of the San Joaquin Valley, the counterpart and southerly extension of the Sacramento Valley, through which we have entered the State. At a distance of 352 miles from San Francisco and 130 miles from Los Angeles, the famous Loop of Tehachapi is reached. At this point the railroad, in making its way over the mountains, actually crosses its own line.

The Yosemite Valley passengers leave the direct Southern route at Berenda, 178 miles from San Francisco, going thence over a branch railway line to Raymond, and from the latter place by stage *via* Grant's White Sulphur Springs and the Wahwonah Hotel (formerly Clarke's, or Big Tree station), to the valley.

In Southern California there are practically but two seasons—spring and summer. There is a remarkable equability in the temperature, the Kurosiwo, or Japan current of the Pacific Ocean, tending to cool the shores of California in the summer months, and to exert a warming influence in winter. There have arisen in various places—notably at Pasadena, Santa Barbara, Coronado Beach, Redondo Beach, and San Gabriel—large hotels of the best class, and the demands of Eastern tourists who are annually flocking to the Pacific Coast in great numbers are now fully met.

### Santa Barbara.

We shall diverge from the direct southern line at Saugus, in order to visit Santa Barbara, one of the oldest and best known health and pleasure resorts on the Pacific Coast. This town, or city, rather, is beautifully situated on the lower slopes of the Santa Ynez Mountains, with a magnificent beach for its ocean front. The best pre-

served of the old mission churches (established December 4, 1786) is a picturesque feature. The party will make its headquarters at The Arlington, of which Mr. C. C. Wheeler is manager. This hotel is a large and admirably appointed establishment, and has long sustained a high reputation.

### Los Angeles.

On leaving Santa Barbara we shall proceed to Los Angeles. This is the metropolis of Southern California, and a handsome city, which has more than quadrupled its population within the past few years. It is in the centre of a region abounding in vineyards and orange groves, and the city itself is richly adorned with gardens. There is much in Los Angeles and its neighborhood to see besides the busy streets of the city itself, which, however, illustrate significantly the remarkable growth and progress of this favored section.

### Pasedena and San Gabriel.

Pasadena will be inspected in the course of a carriage ride, which will take in all the principal points of that city of groves and gardens. The Raymond, which occupies a noble site in East Pasadena, will not be opened until the middle of December, and consequently we shall be unable to include it in our regular round of stopping-places. As the return tickets are good for use at any time and upon any train within six months, it is anticipated that many of the members of the party will desire to remain in California for a longer period than the itinerary contemplates, in which case a more intimate knowledge of The Raymond and its many delightful features may be gained. In the course of the carriage ride we shall pay a visit to the Raymond hill, so as to obtain the incomparable view.

San Gabriel with its old mission, orange groves, and vineyards, will also be visited in the course of the ride. The Hotel San Gabriel, which is large and elegantly

appointed, is situated in the midst of an oak grove, and only half a mile from the celebrated mission.

### **Redondo Beach.**

Twenty-three miles from Los Angeles by a branch line of the Southern California Railway lies Redondo Beach, one of the loveliest shore resorts in California, and a magnificent hotel has lately been built in a commanding position overlooking the beach, the mountains, and the far-reaching sea. The Redondo Hotel is arranged with a view to making every room attractive, and it has been furnished in an elegant and costly manner. The surroundings are delightful, and art has supplemented nature in adorning the commodious grounds belonging to the hotel. The party will make a visit to Redondo Beach, remaining there from Wednesday until Saturday.

### **San Diego and the Hotel del Coronado at Coronado Beach.**

San Diego County, with its 14,969 square miles, a larger area than any of the New England States, except Maine, and nearly twice the size of Massachusetts, is the southernmost county of California, and adjoins Mexico. The city of San Diego, situated upon its southern seacoast and only a few miles from the national boundary line, is the oldest of the California mission towns, the first of the mission churches having been planted there in 1769; but, like Los Angeles, it owes its present importance to recent growth. The development of this region has followed the building of the California Southern Railroad, which forms a part of the Santa Fe system. Four years since, a magnificent establishment for the entertainment of tourists, the Hotel del Coronado, which fronts the ocean across San Diego Bay, was thrown open. The party will remain at this hotel from Saturday until Tuesday. The building of this

mammoth hotel marks a new era for this section, since it provides the tourist with new comforts and luxuries. The house is under the management of Mr. E. S. Babcock, to whose sagacity, energy, and enterprise, chiefly, Coronado Beach owes its wonderful progress. We shall journey southward to San Diego over the Coast Division of the Southern California Railway Company's line, which leads directly from Los Angeles down the coast *via* San Juan Capistrano.

### Riverside.

On leaving San Diego we shall proceed by the way of Orange to Riverside, one of the most beautiful towns in Southern California, and the centre of the orange culture of San Bernardino County. Magnolia avenue, with its double driveways, and its borders of villas, gardens, and orange groves for miles of its extent, is one of the most beautiful thoroughfares in America. During our visit we shall sojourn at the leading hotel, The Glenwood.

### Redlands.

We shall also pay a visit to Redlands, another important centre of the orange and grape culture. Redlands is situated on the Mentone Division of the Southern California Railway Company's line, nine miles east of San Bernardino, and, although dating back no longer ago than October, 1886, is now the third city of San Bernardino County in both wealth and population. It is charmingly environed by grand mountain scenery, and, although a valley town, has an elevation of 1,352 feet above the sea. The famous Bear Valley Lake, which lies hidden in the mountains, furnishes an inexhaustible water supply. We shall proceed from Riverside to Redlands Wednesday afternoon, and remain over night at the Terrace Villa.

### The Homeward Journey.

Leaving Redlands early Thursday afternoon, October 29, the party will proceed first to San Bernardino, and thence eastward over the main railway line. The route lies over the Southern California and the Atlantic & Pacific Railroads, which form important links in the Santa Fe system, and later over the main line of railway belonging to this company. This will take the tourist through interesting parts of Southern California, Arizona, New Mexico, Colorado, and Kansas. As already explained, the excursion tickets are good to return on subsequent dates. There will be a later returning party under special escort, and the tickets are also valid on any train. After crossing the San Bernardino Mountains by the Cajon Pass, the road traverses the easterly part of the Mojave Desert. The Colorado River is crossed at the Needles, and the traveler passes from California into the Territory of Arizona.

Arizona comprises 113,916 square miles, and is three times the size of the great State of New York. The Atlantic & Pacific Railroad, over which we pass, crosses an interesting section of the Territory, and one which contains many evidences, in the form of ruined cities, of an ancient civilization. There are groups of both cliff dwellings and cave dwellings at no great distance from Flagstaff, and there are also several remarkable Indian villages, or *pueblos*, near the line. The road passes through one of these quaint towns—that of Laguna. The San Francisco Mountains, situated near Flagstaff, are very picturesque, and about sixty-five miles distant is the deepest part of the Grand Cañon of the Colorado. At Peach Springs, 122 miles west of Flagstaff, we are still nearer another section of the Grand Cañon, or within twenty-three miles. Thirty-two miles east of Flagstaff the road crosses the Cañon Diablo, an immense zigzag, yawning chasm in the white and yellow magnesium limestone. The bridge is 541 feet long and 222½ feet high. The famous petrified forests of Arizona are east of

Holbrook, and about ten miles from the railroad. The eastern terminus of the Atlantic & Pacific Railroad is at Albuquerque, N. M., but the train continues without change. The line between Arizona and New Mexico is crossed between the stations of Allantown and Manuela, about 180 miles west of Albuquerque, and the continental divide (elevation 7,257 feet) just east of Coolidge, 130 miles from the same city. The Rio Grande is crossed near Isleta, thirteen miles below Albuquerque. On reaching the main line of the Atchison, Topeka & Santa Fe Railroad, we ascend the valley of the Rio Grande for about fifty miles. The road then passes over the mountains in an easterly direction.

### **Las Vegas Hot Springs.**

The Hot Springs of Las Vegas, where we shall remain through Saturday and Sunday, are situated six miles from the town of the same name, and are reached by a branch line of railway. The springs are renowned for their medicinal qualities, and the baths are largely patronized. The springs are found upon the banks of Rio Gallinas, which flows down through a picturesque cañon from the Spanish range of the Rocky Mountains. A commanding elevation, that rises above the plateau where the springs are situated, has been selected as the site of the new and handsome hotel, The Montezuma.

### **From Las Vegas Eastward.**

Returning from the springs to Las Vegas, we resume our journey over the main line of the Atchison, Topeka & Santa Fe Railroad. The Raton Mountains, which form a lateral spur of the Rockies and separate New Mexico from Colorado, are crossed at an elevation of 7,622 feet, 113 miles from Las Vegas. We traverse Colorado for 181 miles, and then enter Kansas, which we cross from west to east, a distance of 486 miles.

Kansas City, where we make a brief halt before proceeding over the Chicago, Rock Island & Pacific Railway, is one of the busiest and most thriving cities of the West and one of the most important railway centres in the country.

Journeying over the Southwestern Division of the Chicago, Rock Island & Pacific Railway, we proceed through portions of Missouri, Iowa, and Illinois, and reach Chicago Wednesday morning, November 4. We shall remain in this city until afternoon, taking breakfast and dinner at the Sherman House, and at 3.00 P. M. take a train at the Dearborn station on the Chicago & Grand Trunk Railway, over which we continue our journey eastward. From Port Huron to Suspension Bridge our route lies over the Great Western Division of the Grand Trunk Railway.

### Niagara Falls.

The party will arrive at Niagara Falls shortly after 8.00 A. M. (Eastern standard time), Thursday, and will proceed to the Spencer House, where breakfast and dinner will be had. The stay here will be sufficiently long to permit the visitor to make a round of all the chief points of interest. The cars will depart in the afternoon at 5.26 from the station of the New York Central Railroad, and the homeward route is over the West Shore and Fitchburg Railroads. Boston will be reached Friday, November 6, at 9.50 A. M.

### Cost of the Tour.

The price of tickets for the excursion, as described in the foregoing pages, will be FIVE HUNDRED AND TWENTY-FIVE DOLLARS. This sum will cover first-class travel over all railway routes going and returning, with double berth in Pullman or Wagner sleeping-cars; fares on all steamer and stage lines; hotel accommodations according to the itinerary, for the period of the regular tour (sixty-one days), with sojourns at

Chicago, St. Paul, Minneapolis, Mammoth Hot Springs, the Cañon of the Yellowstone, Yellowstone Lake, Upper Geyser Basin, Lower Geyser Basin, Seattle, Victoria, B. C., Tacoma, Portland, Or., San Francisco, San Rafael, Santa Cruz, Monterey, San Jose, Santa Barbara, Los Angeles, Redondo Beach, Coronado Beach, Riverside, Redlands, and Las Vegas Hot Springs; meals while traveling in dining-cars, on steamers, and at hotels or dining stations *en route*; omnibus or carriage transfers from railway stations to hotels, and *vice versa*, or from one station to another, wherever needed (in Chicago, St. Paul, Minneapolis, Seattle, Victoria, Tacoma, Portland, San Francisco, San Rafael, Santa Cruz, San Jose, Santa Barbara, Los Angeles, San Diego, Riverside, and Redlands); special carriage rides in Victoria, Portland, San Francisco, Santa Cruz, Santa Barbara, and Pasadena; the stage excursion from San Jose to Mount Hamilton and return; all expenses for transportation, transfer, and care of baggage (to the extent of 150 pounds for each full ticket, and seventy-five pounds for each child's ticket, all excess of said amounts being liable to extra charge at customary rates); and services of the conductors—in short, **EVERY NEEDED EXPENSE** of the entire round trip from Boston back to Boston.

Price of tickets for the Yosemite trip, **THIRTY-FIVE DOLLARS**, in addition to cost of ticket for the regular excursion. (See pages following itinerary.)

The cost of an extra double berth (giving an entire section to one person) from Boston to San Francisco is \$28; drawing-room for one occupant, \$76; drawing-room for two occupants, \$48—\$24 for each passenger; drawing-room for three occupants, entire extra charge, \$20. The side trip from Dalles City to Portland, with sleeping-car accommodations for one night, is included in these rates.

The charges for extra sleeping-car accommodations between San Francisco and Santa Barbara are as follows: Extra double berth, \$2.50; drawing-room for one occupant,

\$6.50; drawing-room for two occupants, \$4, or \$2 each; drawing-room for three occupants, entire extra charge, \$1.50.

The cost of an extra double berth for the journey between Los Angeles or San Bernardino and Boston is \$21. Drawing-room for one occupant, \$58; for two occupants, \$37—\$18.50 for each passenger; for three occupants, entire extra charge, \$16.

## ITINERARY.

MONDAY, Sept. 7. *First Day*.—Leave Boston, from the station of the Fitchburg Railroad, Causeway street, at 3.00 P. M., and proceed westward, *via* the Hoosac Tunnel line, in a train of magnificent vestibuled palace cars. On arrival at the station members of the party should check their baggage to Chicago. The checks will be taken up by the baggage master of the party, who will attend to the delivery, collection, and transportation of the baggage during the trip. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Supper at station dining-rooms, Athol, Mass. From Rotterdam Junction, N. Y., westward on West Shore Railroad.

TUESDAY, Sept. 8. *Second Day*.—On the West Shore Railroad, arriving at Buffalo in the morning, and at Suspension Bridge about 1.00 A. M., thus crossing the Niagara River by daylight; from that point westward on Great Western Division of Grand Trunk Railway; from Port Huron, Mich., westward on Chicago & Grand Trunk Railway. Breakfast at station dining-rooms, Buffalo; dinner at station dining-rooms, London, Ont., and supper at station dining-rooms, Point Edward, Ont.

NOTE.—Railway time changes at Port Huron from Eastern standard, or 75th meridian, to Central standard, or 90th meridian—one hour slower.

WEDNESDAY, Sept. 9. *Third Day*.—Arrive in Chicago 8.10 A. M.; transfer by Parmelee's omnibus line from the Dearborn station to the Sherman House, J. Irving Pearce, proprietor.

THURSDAY, Sept. 10. *Fourth Day*.—In Chicago. Omnibus transfer from the Sherman House to station of the Wisconsin Central Division of the Northern Pacific Railroad, corner of Harrison street and Fifth avenue, and leave Chicago by said line at 5.00 P. M., in Pullman palace sleeping-cars; supper on Wisconsin Central dining-car.

**FRIDAY, Sept. 11. Fifth Day.**—Arrive in St. Paul at 7.50 A. M.; transfer by J. B. Cook & Son's omnibus line from the Union station to the Hotel Ryan, Eugene Mehl, proprietor; carriage ride, with visits to the chief business and residence portions of the city, the Capitol, Summit avenue, the Observatory (midway between St. Paul and Minneapolis, and affording a view of both cities), Fort Snelling, etc.

**SATURDAY, Sept. 12. Sixth Day.**—Omnibus transfer from the Hotel Ryan to the Union station, and leave St. Paul *via* Northern Pacific Railroad at 8.15 A. M.; arrive in Minneapolis at 8.45 A. M.; transfer by Mattison's omnibus line from the Union station to the West Hotel, John T. West, proprietor; carriage ride, with visits to Minnehaha Falls, the finest business and residence portions of the city, the great flour mills (the largest in the world), the bridge below St. Anthony's Falls (affording the best view of the Falls), the new Exposition Building, the Suspension Bridge, etc.

**SUNDAY, Sept. 13. Seventh Day.**—In Minneapolis.

**MONDAY, Sept. 14. Eighth Day.**—Omnibus transfer from the West Hotel to the Union station, and leave Minneapolis at 9.35 A. M., *via* Northern Pacific Railroad, in vestibuled Pullman palace sleeping-cars. Dinner and supper in Northern Pacific dining-cars.

**NOTE.**—Railway time changes at Mandan, N. D., from Central standard, or 90th meridian, to Mountain standard, or 105th meridian — one hour slower.

**TUESDAY, Sept. 15. Ninth Day.**—On Northern Pacific Railroad *en route* through the western section of North Dakota and Montana. Breakfast, dinner, and supper on Northern Pacific dining-car. Arrive at Livingston, Mon., at 8.40 P. M.; the cars will be placed upon a side track, and there remain until morning.

**WEDNESDAY, Sept. 16. Tenth Day.**—Breakfast at the Albemarle Hotel; leave Livingston, *via* the National Park Branch of the Northern Pacific Railroad, 8.30 A. M.; arrive at Cinnabar 10.18 A. M.; leave Cinnabar by George W. Wakefield's stage line at 10.30 A. M.; arrive at Mammoth Hot Springs Hotel 12.00 M.

**THURSDAY, Sept. 17. Eleventh Day.**—Leave Mammoth Hot Springs in George W. Wakefield's stages at 8.00 A. M. for the tour through the park. Arrive at Norris Geyser Basin 12.30 P. M.; dinner there; leave Norris Geyser Basin 1.30 P. M.; arrive at Grand Cañon Hotel 4.00 P. M.

**FRIDAY, Sept. 18.** *Twelfth Day.*—At Yellowstone Falls and Cañon. Leave Grand Cañon Hotel at 1.00 P. M.: arrive at Yellowstone Lake Hotel 5.00 P. M.

**SATURDAY, Sept. 19.** *Thirteenth Day.*—Leave Yellowstone Lake 8.00 A. M.; arrive at Trout Creek 12.00 M.; dinner there; leave Trout Creek 1.00 P. M.; arrive Upper Geyser Basin Hotel 6.00 P. M. The hotel is situated near Old Faithful, the Bee Hive, Giantess, Castle, and others of the great geysers.

**SUNDAY, Sept. 20.** *Fourteenth Day.*—At Upper Geyser Basin.

**MONDAY, Sept. 21.** *Fifteenth Day.*—Leave Upper Geyser Basin 8.00 A. M. and visit "Excelsior" Geyser ("Hell's Half Acre"), "Turquois" Spring, "Prismatic" Lake, and other objects of interest between the Upper and Lower Basins; arrive at Fountain Geyser Hotel about 11.00 A. M. This hotel is situated near the "Fountain" Geyser and the Mammoth "Paint Pots."

**TUESDAY, Sept. 22.** *Sixteenth Day.*—Leave Fountain Geyser Hotel 8.00 A. M.; pass by Gibbon Falls, and also near the "Monarch," "Hurricane," "New Crater," and other geysers; arrive at Norris Geyser Basin Hotel 1.00 P. M.; leave Norris Geyser Basin Hotel 2.00 P. M.; arrive at Mammoth Hot Springs Hotel 6.00 P. M.

**WEDNESDAY, Sept. 23.** *Seventeenth Day.*—Leave Mammoth Hot Springs 2.00 P. M.; arrive at Cinnabar 3.45 P. M.; leave Cinnabar, *via* National Park Branch of the Northern Pacific Railroad, 4.00 P. M.; arrive at Livingston 6.02 P. M.; supper at Albemarle Hotel; leave Livingston 8.40 P. M. on main line of Northern Pacific Railroad in vestibuled Pullman palace sleeping-cars.

**THURSDAY, Sept. 24.** *Eighteenth Day.*—*En route* westward through Montana, Idaho, and Washington on the Northern Pacific Railroad. Meals in Northern Pacific dining-car.

**NOTE.**—Railway time changes at Hope, Id., from Mountain standard, or 105th meridian, to Pacific standard, or 120th meridian—one hour slower.

**FRIDAY, Sept. 25.** *Nineteenth Day.*—*En route* through Washington on the Northern Pacific Railroad. Breakfast in Northern Pacific dining-car. Arrive in Seattle 12.00 M.; omnibus transfer to The Rainier, F. D. Ray, manager.

**SATURDAY, Sept. 26.** *Twentieth Day.*—In Seattle. Transfer from The Rainier to the wharf, and leave Seattle at 10.15 A. M. on the Puget Sound & Alaska Steamship Company's steamer "City of Kingston;" lunch on board steamer; arrive at Victoria 4.30 P. M.; transfer to The Driard, Messrs.

Redon & Hartnegel, proprietors; carriage ride, visiting various parts of the city, including Beacon Hill, Government House, the Government buildings, etc., and also Esquimalt (the British naval station) and the Gorge.

SUNDAY, Sept. 27. *Twenty-first Day*.—In Victoria. Leave Victoria on steamer "City of Kingston" at 8.30 P. M.; stateroom berths furnished.

MONDAY, Sept. 28. *Twenty-second Day*.—Arrive at Tacoma 5.15 A. M.; at 6.00 A. M. omnibus transfer to The Tacoma, Fred L. Presbrey, manager.

TUESDAY, Sept. 29. *Twenty-third Day*.—Omnibus transfer to the Pacific avenue station of the Northern Pacific Railroad, and at 8.45 A. M. leave Tacoma; dinner on Northern Pacific dining-car; arrive at Portland 3.15 P. M.; omnibus transfer to The Portland, Charles E. Leland, manager.

WEDNESDAY, Sept. 30. *Twenty-fourth Day*.—In Portland. Carriage ride through the finest residence and business sections of the city and to the park, which affords a grand view of Portland and its surroundings, with Mount Hood, Mount St. Helen's, etc.; omnibus transfer to the Union station, and at 8.45 P. M. leave Portland *via* the Union Pacific Railroad.

THURSDAY, Oct. 1. *Twenty-fifth Day*.—Arrive at Dalles City at 12.25 A. M.; the train will be placed upon a side track to remain until morning; leave Dalles City by steamer of the Union Pacific Railway line, River Division, at 7.00 A. M. for a descent of the most picturesque part of the Columbia River; breakfast on board the boat; arrive at the Upper Cascades 11.30 A. M.; transfer by narrow-gauge railway to the Lower Cascades (six miles), and leave there at 12.15 P. M. by steamer; dinner on board the boat; arrive at Portland 4.30 P. M.; omnibus transfer from the Ash street wharf to The Portland, where supper will be provided; omnibus transfer from the hotel to the Union station, and at 7.00 P. M. leave Portland *via* the Southern Pacific Company's Mount Shasta line.

FRIDAY, Oct. 2. *Twenty-sixth Day*.—*En route* southward through Oregon and California on the Southern Pacific Company's Mount Shasta route, crossing the Siskiyou Mountains, and passing near Mount Shasta and through the Cañon of the Upper Sacramento by daylight; breakfast and lunch on the cars; dinner at Sisson, Cal.

SATURDAY, Oct. 3. *Twenty-seventh Day*.—Breakfast on the cars; arrive at Oakland Pier 9.40 A. M., and in San Francisco 10.15 A. M.; coach transfer to the Palace Hotel, C. Percy Smith, manager.

SUNDAY, Oct. 4. *Twenty-eighth Day.*—In San Francisco. In the course of the stay in this city there will be a carriage ride, the route being to Golden Gate Park, and thence to the Cliff House, returning *via* Point Lobos road, which overlooks the Presidio, with Fort Point and the Golden Gate in the distance.

MONDAY, Oct. 5. *Twenty-ninth Day.*—In San Francisco.

TUESDAY, Oct. 6. *Thirtieth Day.*—In San Francisco.

WEDNESDAY, Oct. 7. *Thirty-first Day.*—In San Francisco. Transfer in the coaches of the United Carriage Company from the Palace Hotel to the Tiburon ferry, foot of Market street, and at 11.20 A. M. leave San Francisco by San Francisco & North Pacific Railroad line; from Tiburon at 11.55 A. M. by railway, and arrive at San Rafael 12.20 P. M.; carriage transfer from the station to the Hotel Rafael, O. M. Brennan, manager.

THURSDAY, Oct. 8. *Thirty-second Day.*—At San Rafael. Carriage transfer from the Hotel Rafael to the station of the San Francisco and North Pacific Railroad, and leave San Rafael at 12.45 P. M.; arrive in San Francisco (Tiburon ferry) 1.45 P. M.; leave San Francisco (Alameda ferry) at 2.45 P. M. by Southern Pacific Company's narrow-gauge line, the South Pacific Coast Railway; leave Alameda Mole 3.00 P. M.; stop to view the "Big Trees," six miles from Santa Cruz; arrive at Santa Cruz about 7.00 P. M.; omnibus transfer to the Pope House, J. B. Peakes, proprietor, or the Pacific Ocean House, W. J. McCollum, proprietor.

FRIDAY, Oct. 9. *Thirty-third Day.*—At Santa Cruz. Carriage ride, visiting the beach, cliff, etc. Leave Santa Cruz 4.45 P. M. *via* Southern Pacific Company's broad-gauge line; arrive at Hotel del Monte, Monterey, Geo. Schönewald, manager, 7.25 P. M.

SATURDAY, Oct. 10. *Thirty-fourth Day.*—At Hotel del Monte, Monterey.

SUNDAY, Oct. 11. *Thirty-fifth Day.*—At Hotel del Monte, Monterey.

MONDAY, Oct. 12. *Thirty-sixth Day.*—At Hotel del Monte, Monterey.

TUESDAY, Oct. 13. *Thirty-seventh Day.*—At Hotel del Monte, Monterey.

WEDNESDAY, Oct. 14. *Thirty-eighth Day.*—At Hotel del Monte, Monterey. Leave Monterey at 1.49 P. M. *via* Southern Pacific Company's line; arrive at San Jose 4.37 P. M.; omnibus transfer to the Hotel Vendome.

THURSDAY, Oct. 15. *Thirty-ninth Day.*—Excursion to the Lick Observatory, on the summit of Mount Hamilton, by stage (the vehicles of the Mount Hamilton Stage Company being used for the trip), the party leaving the Hotel Vendome in the morning and returning late in the afternoon; dinner at Smith's Creek.

FRIDAY, Oct. 16. *Fortieth Day.*—At San Jose. Omnibus transfer from the Hotel Vendome to the Southern Pacific Company's broad-gauge station, and leave San Jose at 1.50 P. M.; arrive at Oakland Pier 4.20 P. M.; leave Oakland Pier 4.28 P. M. *via* Southern Pacific Company's New Orleans line, in Pullman palace cars; supper at Lathrop.

SATURDAY, Oct. 17. *Forty-first Day.*—Cross the Tehachapi Pass and "Loop" by daylight; arrive at Mojave 9.10 A. M.; breakfast at the station dining-rooms; arrive at Saugus 1.00 P. M.; dinner at the station dining-rooms; arrive at Santa Barbara 6.40 P. M.; omnibus transfer to The Arlington, C. C. Wheeler, proprietor.

SUNDAY, Oct. 18. *Forty-second Day.*—At Santa Barbara.

MONDAY, Oct. 19. *Forty-third Day.*—At Santa Barbara. Omnibus transfer from The Arlington to the State street station, and at 9.55 A. M. leave Santa Barbara *via* the Southern Pacific Company's line; arrive at Los Angeles 2.55 P. M.; omnibus transfer to The Westminster, O. T. Johnson, proprietor, and M. M. Potter, manager, The Nadeau, Bennett & Burns Brothers, proprietors, or The Hollenbeck, Cowley & Baker, proprietors.

TUESDAY, Oct. 20. *Forty-fourth Day.*—At Los Angeles.

WEDNESDAY, Oct. 21. *Forty-fifth Day.*—At Los Angeles. Omnibus transfer to the Santa Fe station, and at 10.25 A. M. leave Los Angeles *via* Southern California Railway Company's line; arrive at Pasadena 11.00 A. M.; carriage ride, with visits to the most picturesque sections of San Gabriel, Pasadena, and Santa Anita, including The Raymond Hill, Orange Grove avenue, Colorado street, the Old Mission, Baldwin's Ranch, etc.; lunch at the Hotel Oakwood, Santa Anita; leave Pasadena *via* Southern California Railway Company's line 4.06 P. M.; arrive at Los Angeles 4.40 P. M.; leave Los Angeles 5.25 P. M. *via* Southern California Railway Company's Redondo Beach line; arrive at Redondo Beach 6.18 P. M.; to Redondo Beach Hotel, E. W. Root, manager.

THURSDAY, Oct. 22. *Forty-sixth Day.*—At Redondo Beach.

**FRIDAY, Oct. 23.** *Forty-seventh Day.*—At Redondo Beach.

**SATURDAY, Oct. 24.** *Forty-eighth Day.*—At Redondo Beach. Leave Redondo Beach 7.35 A. M.; arrive at Ballona Junction 8.22 A. M., and from thence to San Diego, arriving at 12.50 P. M.; omnibus transfer from the San Diego station to the Hotel del Coronado, E. S. Babcock, manager, Coronado Beach.

**SUNDAY, Oct. 25.** *Forty-ninth Day.*—At Hotel del Coronado, Coronado Beach.

**MONDAY, Oct. 26.** *Fiftieth Day.*—At Hotel del Coronado, Coronado Beach.

**TUESDAY, Oct. 27.** *Fifty-first Day.*—Omnibus transfer from the Hotel del Coronado to the station of the Southern California Railway Company's line, and leave San Diego at 7.40 A. M.; arrive at Riverside 12.38 P. M.; omnibus transfer to The Glenwood, Frank A. Miller, proprietor, and F. W. Richardson, manager.

**WEDNESDAY, Oct. 28.** *Fifty-second Day.*—At Riverside. Omnibus transfer from The Glenwood to the station, and at 3.25 P. M. leave Riverside *via* Southern California Railway Company's line; arrive at San Bernardino 3.55 P. M.; leave San Bernardino, *via* Mentone Branch of the same line, at 4.05 P. M.; arrive at Redlands 4.28 P. M.; omnibus transfer to the Terrace Villa, William M. Tisdale, proprietor.

**THURSDAY, Oct. 29.** *Fifty-third Day.*—At Redlands. Omnibus transfer from the hotel to the station, and leave Redlands at 1.45 P. M.; arrive at San Bernardino 2.07 P. M.; leave San Bernardino at 3.00 P. M., *via* Southern California Company's line, in Pullman palace cars; supper at Barstow.

**NOTE.**—Railway time charges at Barstow from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian, one hour faster.

**FRIDAY, Oct. 30.** *Fifty-fourth Day.*—On Atlantic & Pacific and the Atchison, Topeka & Santa Fe main line; meals at station dining-rooms *en route* through Arizona and New Mexico.

**SATURDAY, Oct. 31.** *Fifty-fifth Day.*—From Albuquerque eastward *via* Atchison, Topeka & Santa Fe Railroad. Arrive at Las Vegas in the morning; breakfast there; thence by branch line to Las Vegas Hot Springs; to Montezuma Hotel.

**SUNDAY, Nov. 1.** *Fifty-sixth Day.*—At Las Vegas Hot Springs. Leave at night by the Santa Fe route.

**MONDAY, Nov. 2.** *Fifty-seventh Day.*—*En route* eastward through Colorado and Kansas on the Atchison, Topeka & Santa Fe Railroad. Meals at stations *en route*.

**NOTE.**—Railway time changes at Dodge City from Mountain standard, or 105th meridian, to Central standard, or 90th meridian, one hour faster.

**TUESDAY, Nov. 3.** *Fifty-eighth Day.*—Arrive at Kansas City 7.00 A. M.; breakfast and dinner at Union station dining-rooms; leave Kansas City 5.35 P. M. *via* Chicago, Rock Island & Pacific Railway; supper on dining-car belonging to said line.

**WEDNESDAY, Nov. 4.** *Fifty-ninth Day.*—Breakfast on dining-car; arrive in Chicago 9.50 A. M.; omnibus transfer to the Sherman House, where dinner will be provided; omnibus transfer from the hotel to the Dearborn station, and at 3.00 P. M. leave Chicago *via* the Chicago & Grand Trunk Railway, in Wagner palace cars; supper on Chicago & Grand Trunk dining-car.

**NOTES.**—Members of the party who return independently from Chicago will be required to exchange their passage and sleeping-car coupons at the station ticket-offices of the Chicago & Grand Trunk Railway, either at Chicago & Grand Trunk Railway Crossing, Blue Island, or the new Dearborn station (Polk street and Fourth avenue), Chicago, or at the city ticket-office of the Chicago & Grand Trunk Railway, 103 South Clark street, Chicago, E. H. Hughes, agent, to whom all applications in advance for sleeping-berths should be addressed. The regular trains leave Chicago at 3.00 P. M. and 8.15 P. M. Persons desirous of availing themselves of the "stop-over" privilege at Niagara Falls can take the train leaving Chicago at 3.00 P. M., and, arriving at Niagara Falls the next morning, await there the departure of the Atlantic express by the West Shore line in the afternoon. Niagara Falls is the only point east of Chicago or Blue Island Junction where "stop-offs" can be permitted.

Railway time changes at Port Huron from Central standard, or 90th meridian, to Eastern standard, or 75th meridian, one hour faster.

**THURSDAY, Nov. 5.** *Sixtieth Day.*—From Port Huron eastward *via* Southern Division of Grand Trunk Railway; arrive at Niagara Falls, Clifton, P. O., 7.30 A. M.; arrive at Niagara Falls, N. Y., 8.06 A. M.; breakfast and dinner at the Spencer House, Alva H. Gluck, proprietor; leave Niagara Falls, *via* the West Shore Railroad, at 5.26 P. M.

**FRIDAY, Nov. 6. *Sixty-first Day.***—From Rotterdam Junction eastward *via* Fitchburg Railroad; arrive at Athol, Mass., 6.57 A. M.; breakfast at station dining-rooms, W. E. Wood, proprietor; arrive in Boston (Fitchburg Railroad station) 9.50 A. M.

The return tickets from San Francisco, Monterey, Santa Barbara, San Gabriel, Los Angeles, Pasadena, San Diego, or any other point in Central or Southern California (inclusive of coupons for incidental accommodations and meals) will be *good on any train* for six months, so that persons who desire to remain a longer time in California than is contemplated by the foregoing itinerary, may do so without sacrificing any part of their ticket. There will be a subsequent opportunity to join a party under special escort.

#### Distance Table.

	MILES.
From Boston to Rotterdam Junction, N. Y., Fitchburg Railroad.....	212
“ Rotterdam Junction to Suspension Bridge, West Shore Railroad.....	292
“ Suspension Bridge to Port Huron, Mich., Southern Division of the Grand Trunk Railway....	181
“ Port Huron to Chicago, Chicago & Grand Trunk Railway.....	335
“ Chicago to St. Paul, Wisconsin Central Division of Northern Pacific Railroad.....	462
“ St. Paul to Minneapolis, and Minneapolis to Livingston, Mon., Northern Pacific Railroad..	1,007
“ Livingston to Cinnabar, Yellowstone Park Branch of Northern Pacific Railroad.....	51
“ Cinnabar to Mammoth Hot Springs, stage.....	7
“ Mammoth Hot Springs to Grand Cañon Hotel, stage.....	33
“ Grand Cañon Hotel to Yellowstone Lake, stage.....	18
“ Yellowstone Lake to Upper Geyser Basin, stage.....	39
“ Upper Geyser Basin to Fountain Geyser Hotel, Lower Geyser Basin, stage.....	8
“ Fountain Geyser Hotel to Mammoth Hot Springs, stage.....	42
“ Mammoth Hot Springs to Cinnabar, stage.....	7
Distances carried forward.....	2,694

	MILES.
Distances brought forward.....	2,694
<b>From Cinnabar to Livingston, Yellowstone Park Branch of Northern Pacific Railroad.....</b>	<b>51</b>
" Livingston to Seattle, Wash., Northern Pacific Railroad.....	931
" Seattle to Victoria, B. C., steamer .....	85
" Victoria to Tacoma, Wash., steamer .....	110
" Tacoma to Portland, Or., Northern Pacific Railroad.....	145
" Portland to Dalles City, Union Pacific Railroad.....	88
" Dalles City to Upper Cascades, Union Pacific steamer.....	45
" Upper Cascades to Lower Cascades, Portage Railway.....	6
" Lower Cascades to Portland, Union Pacific steamer.....	62
" Portland to San Francisco, Southern Pacific Company's Mt. Shasta line.....	772
" San Francisco to San Rafael and return, San Francisco and North Pacific Railway line.....	30
" San Francisco to Santa Cruz, Southern Pacific Company's Santa Cruz line.....	80
" Santa Cruz to Monterey, Southern Pacific Company's broad-gauge line.....	47
" Monterey to San Jose, Southern Pacific Company's Railway, Coast Division.....	74
" San Jose to summit of Mount Hamilton and return, by stage.....	52
" San Jose to Oakland Pier, Southern Pacific Company's Livermore line.....	48
" San Francisco to Santa Barbara, Southern Pacific Company's Railway.....	527
" Santa Barbara to Los Angeles, Southern Pacific Company's Railway.....	110
" Los Angeles to Pasadena and return, Southern California Railway Company's line.....	20
" Los Angeles to Redondo Beach, Southern California Railway Company's line.....	23
" Redondo Beach to Ballona Junction (21 miles) and from Ballona Junction to San Diego (124 miles), Southern California Railway Company's line.....	145
" San Diego to Riverside, Southern California Railway Company's line.....	132
" Riverside to San Francisco, thence to Redlands and return to San Bernardino, Southern California Company's Railway.....	27
" San Bernardino to Barstow, Southern California Railway.....	81
" Barstow to Albuquerque, Atlantic & Pacific Railroad.....	747
Distances carried forward .....	7,132

	MILES.
Distances brought forward.....	7,132
From Albuquerque to Las Vegas Hot Springs (140 miles), and Las Vegas Hot Springs to Kansas City (786 miles), Atchison, Topeka & Santa Fe Railroad.....	926
" Kansas City to Chicago, Chicago, Rock Island & Pacific Railway.....	518
" Chicago to Port Huron, Chicago & Grand Trunk Railway.....	335
" Point Edward to Suspension Bridge, Southern Division of Grand Trunk Railway.....	181
" Suspension Bridge to Rotterdam Junction, N. Y., West Shore Railroad.....	292
" Rotterdam Junction to Boston, Fitchburg Railroad.....	212
Total.....	9,596

It will be seen that none of the incidental carriage rides are included in the foregoing enumeration, only the regular journeys by railway, steamer, and stage being taken into consideration.

In the course of the tour the party will pass through the following States and Territories: *States*—Massachusetts, Vermont, New York, Michigan, Indiana, Illinois, Wisconsin, Minnesota, North Dakota, Montana, Idaho, Washington, Oregon, California, Colorado, Kansas, Missouri, and Iowa (18); *Territory*—Arizona (1); and also the Provinces of Ontario and British Columbia in the Dominion of Canada.

#### The Excursion to the Big Tree Groves and the Yosemite Valley.

It has been deemed advisable to make the visit to the Yosemite Valley and the Big Trees a side or supplementary trip, at a slight additional expense, the same as in previous years, rather than include it in the regular round. This course is taken in order that every person may exercise his or her own preference in the matter, not only in reference to making the trip, but also in regard to the time to be occupied in connection therewith. Six days or a longer period, if desired, may readily be taken from the

time afforded in the regular itinerary. Six days' absence will give three days within the valley, and also encompass a visit to the Mariposa Grove of Big Trees. Special and very advantageous arrangements have been made for the accommodation of the members of our parties, and the expense of the trip will be comparatively light. A branch railway line extends from Berenda (178 miles from San Francisco and 304 miles from Los Angeles), a distance of twenty-two miles, to the station of Raymond, and stage transportation from that point to the Wahwonah Hotel (formerly Clarke's, or Big Tree station), and thence into the valley, will be furnished by the Yosemite Valley Stage & Turnpike Company. The extension of the railroad towards the valley has materially decreased the stage journey. The whole distance to be traveled by stage is now only sixty miles—thirty-four from Raymond to Clarke's, and twenty-six from Clarke's to the valley. The cost of the railway and stage trip from Berenda into the valley and return, and including the side trip from the Wahwonah Hotel to the Big Trees and back, for members of the party only, will be \$35. This sum does not include hotel accommodations, incidental meals, nor excursions in or about the valley. The entire cost of the trip, including all these items, after deducting the value of unused hotel coupons in the regular excursion ticket book, will be less than \$50. Coupon books for hotel board and meals may be obtained at reduced rates from the stage company's agents. Board coupons remaining unused on account of taking the Yosemite Valley trip will be redeemed by the conductor of the party, or at any of our eastern offices.

#### Other Side Trips.

Members of the party who remain in California beyond the period of time covered by the itinerary can make many excursions to distant points. An attractive

excursion to the Sandwich Islands in the early spring is contemplated. The round of travel will include a visit to the Island of Hawaii and an ascent of the volcano of Kilauea.

A voyage to Japan, China, or Australia, and return, may be made before the expiration of the ticket limitation.

Many little trips may be taken in connection with our itinerary, and without prolonging the stay. A trip to the Geysers, in Sonoma County, will occupy two days. There are two routes—one *via* Cloverdale and the other *via* Calistoga—and the best way is to go by the former and return by the latter.

There are many places of resort in Southern California which are easily reached from Santa Barbara, Los Angeles, Pasadena, or San Diego.

#### Subsequent Date when a Party will Return Eastward from Southern California.

Persons who remain in California longer than the itinerary contemplates will have one subsequent opportunity to return homeward under special escort, and the tickets are good to return independently and *on any train*. The itinerary of the party eastward from Los Angeles and The Raymond in April is as follows:—

FRIDAY, March 25.—Leave Los Angeles at 12.20 P. M., The Raymond at 12.46 P. M., Pasadena at 12.50 P. M., and San Bernardino at 3 P. M., and proceed over the Santa Fe line.

SATURDAY, March 26.—*En route* through Arizona and New Mexico.

SUNDAY, March 27.—At Las Vegas Hot Springs.

MONDAY, March 28.—At Las Vegas Hot Springs. Leave Las Vegas Hot Springs at night.

TUESDAY, March 29.—*En route* through Colorado and Kansas.

**WEDNESDAY**, March 30.—Arrive at Kansas City 7.00 A. M.; leave Kansas City, *via* Chicago, Rock Island & Pacific Railway, at 5.35 P. M.

**THURSDAY**, March 31.—Arrive in Chicago 9.50 A. M.; leave Chicago, *via* Chicago & Grand Trunk Railway, at 3.00 P. M.

**FRIDAY**, April 1.—Arrive at Niagara Falls 8.06 A. M.; leave Niagara Falls, *via* West Shore Railroad, at 5.36 P. M.

**SATURDAY**, April 2.—Arrive in Boston (Fitchburg Railroad station, Causeway street) at 9.50 A. M.

Owing to the limited accommodations to be furnished on certain parts of the route, the party will necessarily be restricted in numbers. Tickets must be taken on or before Thursday, September 3, four days previous to the date of departure (Monday, September 7).

W. RAYMOND.

I. A. WHITCOMB.

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 Tickets for the excursion, additional copies of this circular, and all needed information can be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.**

SEASON OF 1891-92.

AN AUTUMN TRIP

—TO—

SOUTHERN CALIFORNIA,

BY A DIRECT AND EXPEDITIOUS ROUTE,

WITH VISITS TO REDLANDS, RIVERSIDE, SAN DIEGO, CORONADO BEACH, LOS ANGELES,  
PASADENA, REDONDO BEACH, SANTA BARBARA, SAN FRANCISCO, MONTEREY,  
SANTA CRUZ, SAN JOSE, THE SUMMIT OF MOUNT HAMILTON, SAN  
RAFAEL, AND OTHER LEADING PACIFIC COAST RESORTS.

The Return Tickets good during the Winter, Spring, or early Summer. A choice of Four  
Routes Returning, with Nine Different Parties under Special Escort.

**Date of Leaving Boston, Thursday, October 15.**

**PRICE OF TICKETS (All Traveling Expenses Included):**

Returning *via* Atchison, Topeka & Santa Fe Line, for Adults, \$285.00; for Children under the  
age of 12 years, \$202.00; or without separate sleeping-car berth, \$155.00.

Returning *via* Denver & Rio Grande Line or the Union Pacific Line, for Adults, \$315.00; for  
Children under the age of 12 years, \$204.50; or without separate sleeping-car berth,  
\$165.00.

Returning *via* Northern Pacific Railroad, for Adults, \$385.00; for Children under the age of  
12 years, \$256.50; or without separate sleeping-car berth, \$205.00.

**W. RAYMOND,**

296 Washington St. (opp. School St.), Boston, Mass.

**I. A. WHITCOMB,**

## AN AUTUMN TRIP

— TO —

# SOUTHERN CALIFORNIA,

Leaving Boston Thursday, October 15, 1891.

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WITH the growing popularity of California as a winter resort there comes a demand on the part of many persons for an early trip to the Pacific Coast, in order that the entire season may be spent in that favored region, and the delights of autumn as well as the mild and genial climate of winter be enjoyed. There are many also who desire to make the transcontinental journey by the shortest and most direct routes and as expeditiously as may be consistent with perfect comfort. This trip has been arranged for the express accommodation of this class. The halts by the way are intended for rest, and will comprise a stay at Chicago from Saturday morning until Monday morning, and brief sojourns at Las Vegas Hot Springs and Santa Fe. Pasadena, Los Angeles, Riverside, Redlands, San Diego, and other points in Southern California will be reached on the tenth day, and Santa Barbara, San Francisco, or San Rafael the day following. San Jose, Monterey, and Santa Cruz can be reached *via* San Francisco. The tickets, which provide every comfort while traveling, and cover all expenses during the transcontinental journeys both going and returning, give the holder entire freedom of

action during his stay upon the Pacific Coast, and also in selecting his route and time of return, the only condition being that the return route must be made known at the time of taking the ticket. He can journey homeward in any of nine different parties under personal escort, or start upon any date he pleases and travel independently, without sacrificing any incidental part of his ticket. The tickets are good throughout the winter, spring, and early summer, and may be used on any train. A choice of four different routes eastward from California is presented for selection, each of which has its own special attractions; and whatever homeward route may be chosen, leading resorts in all parts of California may be visited without extra expense. The excursion ticket therefore covers something more than merely the passage to California and return. It permits the holder to make a comprehensive tour of the leading cities and health resorts on the Pacific Coast, with his own option of time, so that his movements may be guided wholly by circumstances and personal inclination. In this connection we wish to call attention to the fact that we have greatly enlarged the scope of our excursions on the Pacific Coast, by including in the long list of places to be visited Redlands, San Diego, Coronado Beach, Redondo Beach, Santa Barbara, Monterey, San Jose, Mount Hamilton, and San Rafael. Every part of California is now accessible to the holders of our excursion tickets. All the advantages possessed by our later winter tourists will be had by the members of the October party.

Hotel coupons, which supply board at the leading hotels at reduced rates, may be availed of for the whole or a part of the time of sojourn, if desired; and our excursions to Mexico, the Sandwich Islands, Alaska, and elsewhere, which are to take place in the course of the season, may also be included. Our hotel coupons provide the best accommodations in all cases, and are of different classes, the cost of board being \$3.50, \$3, \$2.50, and \$2 per day.

In the journeys to and from California, all incidental expenses are included, the coupons providing, in addition to first-class passage, a double berth in the Pullman or Wagner palace sleeping-cars, board at hotels where sojourns are made, meals in dining-cars, or at dining-stations and hotels, and transfers between railway stations and hotels.

### The Outward Journey.

Leaving Boston from the station of the Fitchburg Railroad, on Causeway street, at 3.00 P. M., Thursday, October 15, in elegant Wagner sleeping-cars, the party will proceed westward over the Hoosac Tunnel and West Shore lines. Niagara Falls and Suspension Bridge will be reached Friday morning, and the great cataract will be in view from the cars. The river will be crossed just above the fearful Whirlpool Rapids. Continuing westward over the Southern Division of the Grand Trunk Railway, we pass through portions of the Province of Ontario and the States of Michigan and Indiana.

The train will reach Chicago Saturday morning, and there will be an omnibus transfer to the Sherman House, where the party will remain until Monday morning. There will be an omnibus transfer from the hotel to the station of the Chicago, Rock Island & Pacific Railway, and at 9.00 A. M. the party will resume its westward journey in Pullman palace cars. Kansas City will be reached Tuesday. The farther westward journey will be made over the popular Atchison, Topeka & Santa Fe Railroad, which stretches westward to the Pacific Coast, and southward to Texas and Old Mexico. Tuesday will be occupied in the journey through Kansas, and Wednesday will take the traveler through parts of Colorado and New Mexico, the train reaching Las Vegas Hot Springs in the afternoon. The train will remain here several hours and then proceed to Santa Fe, the Capital of New Mexico, where the succeeding forenoon will be

passed. Resuming the westward journey Thursday noon, the party will proceed to Albuquerque, from which point westward our route lies over the Atlantic & Pacific Railroad, which with its Pacific extensions, the lines of the Southern California Railway Company, forms an important part of the Santa Fe system. Friday will be occupied in the journey through Arizona, and early Saturday morning the party will cross the Colorado River at the Needles, and enter the great State of California, thereafter traversing the eastern section of the Mojave Desert. From Barstow onward we are on the lines of the Southern California Railway Company. At San Bernardino connections are made for Redlands, Pasadena, Los Angeles, and other points. The train will continue from San Bernardino over the Southern California Railway to Riverside, Santa Ana, and San Diego, arriving in the latter city at 8.20 P. M.

The excursion will be carried out in accordance with the following

### ITINERARY.

THURSDAY, October 15.—Leave Boston at 3.00 P. M., from the station of the Fitchburg Railroad, Causeway street, *via* the Hoosac Tunnel line. On arrival at the station members of the party should check their baggage to Chicago. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. From Rotterdam Junction westward on West Shore Railroad.

FRIDAY, October 16.—From Suspension Bridge westward, *via* Southern Division of Grand Trunk Railway; and from Port Huron westward *via* Chicago & Grand Trunk Railway.

NOTE.—Railway time changes at Port Huron, Mich., from Eastern standard, or 75th meridian, to Central standard, or 90th meridian— one hour slower.

SATURDAY, October 17.—Arrive at Chicago 8.10 A. M.; transfer by Parmelee's omnibus line to the Sherman House.

SUNDAY, October 18.—In Chicago.

MONDAY, October 19.—Omnibus transfer from the hotel to the Chicago, Rock Island & Pacific Railway depot, and leave at 9.00 A. M. in Pullman palace cars.

TUESDAY, October 20.—Arrive at Kansas City, Mo., 8.00 A. M.; leave Kansas City 8.45 A. M. *via* Atchison, Topeka & Santa Fe Railroad.

NOTE.—Railway time changes at Dodge City, Kan., from Central standard, or 90th meridian, to Mountain standard, or 105th meridian— one hour slower.

WEDNESDAY, October 21.—On the Atchison, Topeka & Santa Fe Railroad *en route* through Colorado and New Mexico; arrive at Las Vegas, N. M., in the afternoon, and proceed to Las Vegas Hot Springs over branch line, remaining there until evening and leaving at 8.00 P. M.

THURSDAY, October 22.—Arrive at Santa Fe, N. M., at an early hour, the cars remaining upon a side track; leave Santa Fe at 12.30 P. M.; arrive at Albuquerque, N. M., 4.00 P. M.; leave Albuquerque 5.00 P. M., and proceed westward on Atlantic & Pacific Railroad.

FRIDAY, October 23.—On the Atlantic & Pacific Railroad *en route* through Arizona.

SATURDAY, October 24.—From Barstow, Cal., southward *via* Southern California Railway Company's line to San Bernardino, arriving at 11.00 A. M., and thence by same line to San Diego *via* Colton, Riverside, Orange, Santa Ana, and Oceanside, arriving at San Diego at 8.20 P. M.; transfer from San Diego to the Hotel del Coronado, Coronado Beach.

NOTES.—Passengers for other points can take connecting trains at San Bernardino, reaching Redlands at 11.30 A. M., Pasadena at 2.15 P. M., and Los Angeles at 2.45 P. M. Santa Barbara and San Francisco can be reached the ensuing day.

Railway time changes at Barstow from Mountain standard, or 105th meridian, to Pacific standard, or 120th meridian— one hour slower.

### The Sojourn in California.

As we have already pointed out, the time and place of sojourn in California can be made wholly a matter of personal selection. The ticket-holder is not restricted to traveling with a party, but can move about in accordance with his own preferences.

In the journey homeward certain advantages are secured by the parties traveling under personal escort, these including, among other features, special trains, a complete dining-car service, and special facilities for sight-seeing; but the tickets are equally good for use on any train.

In every excursion ticket there are coupons for three days' board, which may be used on first arriving in California, or at the option of the holder. These coupons will be accepted at any of the hotels in our list.

In every excursion ticket there are also coupons for first-class passage from Los Angeles to San Diego and return; from Los Angeles to Redondo Beach and return; from Los Angeles to Santa Barbara and return; from Los Angeles to San Francisco; from San Francisco to San Jose, Monterey, and Santa Cruz and return; from San Francisco to San Rafael and return; and from San Jose to the summit of Mount Hamilton and return. Persons returning eastward by the Atchison, Topeka & Santa Fe route will also have a return passage ticket and sleeping-car accommodations from San Francisco to Los Angeles, good also *via* Mojave and Barstow, in case parties wish to return direct without revisiting Los Angeles. These tickets may be used at any time and in any order desired. At every important point on the Pacific Coast there are hotels at which our hotel coupons will be valid, the list including such elegant and popular establishments as The Raymond (to be opened for the season Thursday, December 17), at East Pasadena, the Hotel del Coronado, at Coronado Beach, near San Diego, the new Redondo Beach Hotel, The Arlington, at Santa Barbara, the Hotel del Monte, at Monterey, The Vendome, at San Jose, the Hotel Rafael, at San Rafael, and the Palace Hotel, in San Francisco.

It will readily be seen that the excursion allows the widest possible liberty to the individual tourist. The objection that is sometimes made to excursion parties on the

score that the traveler is thereby shut off from the privilege of going where he pleases and when he pleases, of remaining as long as circumstances and inclination may lead him, and of returning when he chooses, cannot in any sense apply to this tour. These privileges are precisely what the excursion does secure. The "programme" feature is wholly the outward trip, and extends no farther than the arrival in California.

#### **Extra Sleeping-Car Accommodations.**

Every excursion ticket includes a double berth (half a section) from Boston to Los Angeles, thence to San Francisco, and homeward from that point. The following are the rates for additional sleeping-car accommodations on the outward trip: For extra double berth (a whole section for one person), from Boston to Los Angeles or San Diego, \$21; for drawing-room with two occupants, \$37 — \$18.50 for each person.

Persons desiring additional sleeping-car accommodations on any of the homeward trips can arrange for the same with our Pacific Coast agents, Mr. Charles C. Harding, No. 138 South Spring street, Los Angeles, previous to December 17, and at The Raymond, East Pasadena, on and after that date; or Mr. Carroll Hutchins, at 26 Montgomery street, Room 6, San Francisco.

#### **Our System of Hotel Coupons.**

As already mentioned, three days' board at hotels in California is included in every excursion ticket. Persons desiring board for a longer period can purchase at our offices in Boston, Philadelphia, or New York, or of our agents in California, coupons, good for a day's board each at the leading hotels in California or on the routes homeward.

These single-day coupons may be had singly or in any number desired, so that holders of our excursion tickets can avail themselves of their advantages, either for long or short periods. In all cases unused board coupons will be redeemed at the same price at which they are purchased. These coupons are of three different classes, viz.: Form A, \$3.50 per day; Form B, \$3 per day; Form C, \$2.50 per day. At certain hotels the rate will be made \$2 per day for holders of our coupons, a rebate of 50 cents on each coupon of Form C being paid to the ticket-holder at the hotel when settlement is made.

The following is a list of the hotels at which the several classes of coupons will be valid:—

*East Pasadena, Cal.*—*The Raymond*, W. Raymond, proprietor; C. H. Merrill, manager. This hotel will open for the season December 17. Form A will entitle the holders to rooms on the first, second, or third floor when two persons occupy the same apartment. When an apartment on those floors is occupied by one person, there will be an additional charge of 50 cents per day. When a room on the fourth floor is occupied by one person, there will be no additional charge; and when a room on the fourth floor is occupied by two persons, Form B coupons will be accepted, making the rate \$3 per day.

*Monterey, Cal.*—*Hotel del Monte*, George Schönewald, manager. Form A coupons will entitle the holder to a room in either annex with connecting bath-room, or to a bed-room and parlor in the main building when apartments are occupied singly. When two persons occupy one room, Form B coupons will be accepted for the foregoing. Form B coupons will also be accepted, with one person in a room, for a room in either annex without bath-room.

*Hotel del Coronado, Coronado Beach*, E. S. Babcock, Jr., manager. Form A coupons

will entitle holders to rooms on the parlor, first, or second floors if two persons occupy one room. If such rooms have only one occupant, 50 cents additional will be charged. Two persons occupying ocean front rooms will be charged 50 cents each extra, and when the room is occupied by one person, \$1 extra. Form A is also good for rooms on the third floor with one occupant. Form B will entitle the holders to rooms on the third floor with two persons in a room, and if there is only one occupant 50 cents extra will be charged; also good for rooms on the fourth floor when occupied by one or more persons.

*Redondo Beach, Cal.*—*Redondo Beach Hotel*, E. W. Root, manager. Form A coupons will entitle the holders to rooms with connecting bath-rooms; Form B coupons to rooms on the first or second floors, without bath-rooms; Form C coupons to rooms on the third floor.

*San Francisco, Cal.*—*Palace Hotel*, C. Percy Smith, manager. Form A will entitle the holders, when two persons occupy one apartment, to an outside room, with a bath-room connecting; and with one person in a room, to a light court-room, with a bath-room connecting.

*Santa Barbara, Cal.*—*The Arlington*, C. C. Wheeler, manager. Form A coupons will be accepted at this house with one person in a room. When two persons occupy the same apartment, Form B will be taken.

*Santa Barbara, Cal.*—*The San Marcos*, F. A. Shepard, manager. Form C.

*San Jose, Cal.*—*Hotel Vendome*, Geo. P. Snell, manager. Form A coupons for rooms with bath-room connecting. Form B coupons for rooms on the first, second, and third floors without bath-room. Form C coupons for rooms on the fourth floor.

*San Rafael, Cal.*—*Hotel Rafael*, O. M. Brennan, manager. Form B coupons for front rooms. Form C coupons for rooms on the north side of house.

*East San Gabriel, Cal.*—*Hotel San Gabriel*, H. R. Warner, manager. Form C.

*Los Angeles, Cal.*—*The Nadeau*, Bennett & Burns Brothers, proprietors. Form A—accommodations with parlor, bed-room, and bath. Form B—accommodations with parlor and bed-room, without bath. Form C—accommodations with parlor and bedroom, without bath, when room has two occupants. At *The Westminster*, O. T. Johnson, proprietor, and M. M. Potter, manager. Form B coupons will be accepted for front rooms when occupied by two persons; with only one occupant, 50 cents extra will be charged. At *The Hollenback*, Cowley, Baker & Co., proprietors. Form A coupons will be accepted for rooms with connecting baths; form B for rooms without baths.

*Ojai Valley (Ventura County), Cal.*—*Oak Glen Cottages*, B. W. Gally, proprietor. Form C, with a rebate of 50 cents per day.

*Pasadena, Cal.*—*The Painter*, J. H. Painter & Sons, proprietors. Form C.

*Pomona, Cal.*—*Hotel Palomares*, F. B. Dashiell, manager. Form C.

*Redlands, Cal.*—*Terrace Villa*, William M. Tisdale, proprietor. Form C, with a rebate of 50 cents per day.

*Riverside, Cal.*—*The Glenwood*, Frank A. Miller, proprietor, and F. W. Richardson, manager. Form C.

*Sacramento, Cal.*—*Golden Eagle Hotel*, W. O. Bowers, proprietor. Form C.

*San Luis Obispo, Cal.*—*Hotel Ramona*. Form C.

*Santa Cruz, Cal.*—*Pope House*, J. B. Peakes, proprietor; *Pacific Ocean House*, W. H. McCollum, proprietor; and *Riverside House and Cottages*, Fred Barson, proprietor. Form C will be accepted at all these houses, and a rebate will be made of 50 cents per day.

*Las Vegas Hot Springs, New Mexico.—The Montezuma*, S. H. Brown, manager.  
Form C.

*Portland, Ore.—The Portland*, Charles E. Leland, manager. Form A.

*Salt Lake City, Utah.—The Knutsford*, G. S. Holmes, proprietor. Form B.

*Glenwood Springs, Col.—Hotel Glenwood*, Gelder & Enzensperger, proprietors.  
Form B.

*Manitou Springs, Col.—Cliff House*, E. E. Nichols, proprietor, and *Barker House*,  
C. W. Barker, proprietor. Form C.

*Denver, Col.—The Glenarm*, A. M. Bailey, proprietor. Form B.

*Niagara Falls, N. Y.—Cataract House*, J. E. Devereux, manager, and *International  
Hotel*, Uriah Welch, manager. Form B.

Our hotel coupons cannot be obtained or used except by members of our excursion  
parties.

### The Return from California.

A choice of four different routes is presented for the return trip, over all of which  
parties will travel under personal escort. Purchasers of tickets will be required to  
select their return route when they take their tickets. This course is necessary, as each  
ticket is complete in itself, and a different price is established for the respective routes,  
on account of a variance in distance, time occupied in the journey, sojourns by the way,  
side trips, etc. A brief description of the several routes will be found on this and the  
succeeding pages.

#### Return Route A—Atchison, Topeka & Santa Fe Line.

This route is the same that is followed in the outward journey. There will be three  
returning parties under personal escort, the trains leaving Los Angeles and Pasadena,

and going eastward over the Southern California Railway Company's line, the Atlantic & Pacific, and Atchison, Topeka & Santa Fe Railroads. Sunday will be passed at Las Vegas Hot Springs. Eastward from Kansas City the route will lie over the Chicago, Rock Island & Pacific, the Chicago & Grand Trunk, the Southern Division of the Grand Trunk, the West Shore, and Fitchburg lines.

### **Itinerary of Returning Excursions by Route A—Santa Fe Line.**

**FRIDAY**, March 25, 1892.—Leave Los Angeles at 12.20 P. M., The Raymōnd at 12.46 P. M., Pasadena at 12.50 P. M., and San Bernardino at 3.00 P. M., *via* Southern California Railway Company's line (the Santa Fe route); from Barstow eastward *via* Atlantic & Pacific Railroad.

**SATURDAY**, March 26.—*En route* through Arizona and New Mexico. From Albuquerque eastward on main line of Atchison, Topeka & Santa Fe Railroad.

**SUNDAY**, March 27.—At Las Vegas Hot Springs.

**MONDAY**, March 28.—At Las Vegas Hot Springs. Leave *via* Atchison, Topeka & Santa Fe Railroad at night.

**TUESDAY**, March 29.—On Atchison, Topeka & Santa Fe Railroad *en route* through Colorado and Kansas.

**WEDNESDAY**, March 30.—Arrive at Kansas City 7.00 A. M.; leave Kansas City at 5.35 P. M. *via* Chicago, Rock Island & Pacific Railway.

**THURSDAY**, March 31.—Arrive in Chicago 9.50 A. M.; leave Chicago *via* Chicago & Grand Trunk Railway 3.00 P. M.

**FRIDAY**, April 1.—Arrive at Niagara Falls 8.06 A. M.; leave Niagara Falls *via* West Shore Railroad at 5.36 P. M.

**SATURDAY**, April 2.—Arrive in Boston (Fitchburg Railroad station, Causeway street) 9.50 A. M.

### **Return Route B—Union Pacific Line.**

This route is formed by the Southern Pacific Company's line, from San Francisco to Ogden, the Union Pacific Railway thence to Council Bluffs, the Chicago, Rock Island

& Pacific Railway from Council Bluffs to Chicago, etc. One party will leave San Francisco and proceed eastward direct by this route without making any side trips. Members of these parties will not require their transfer and hotel coupons at Manitou Springs, and, owing to the more expeditious itinerary, a less number of meal coupons will be needed. All such unused coupons will be redeemed.

#### Itinerary of Returning Excursions by Route B — Union Pacific Line.

MONDAY, May 9.—Leave San Francisco 9.00 A. M. by ferry, and Oakland Pier, in Pullman palace cars, at 9.30 A. M., *via* the Southern Pacific Company's Ogden line; cross the most picturesque sections of the Sierra Nevada by daylight.

TUESDAY, May 10.—On the Southern Pacific Company's Ogden line *en route* through Nevada.

WEDNESDAY, May 11.—Arrive at Ogden at an early morning hour (Pacific time); leave Ogden, *via* Union Pacific Railway, at 9.00 A. M. (Mountain time).

THURSDAY, May 12.—On the Union Pacific Railway *en route* through Wyoming and Nebraska; arrive at Council Bluffs, Ia., 4.30 P. M.; leave Council Bluffs, *via* Chicago, Rock Island & Pacific Railway, at 5.00 P. M.

FRIDAY, May 13.—On the Chicago, Rock Island & Pacific Railway *en route* through Iowa and Illinois; from Blue Island Junction eastward *via* Chicago & Grand Trunk Railway.

SATURDAY, May 14.—From Port Huron eastward *via* Southern Division of Grand Trunk Railway; from Suspension Bridge eastward *via* West Shore Railroad; from Rotterdam Junction eastward *via* Fitchburg Railroad (Hoosac Tunnel line); arrive in Boston (Fitchburg station, Causeway street) at 9.25 P. M.

#### Return Route D — Denver & Rio Grande Line.

This is a favorite route eastward, and we shall have no less than five excursions, under personal escort, over the same during the spring and early summer. All the

roads forming the route across the mountains, from Ogden and Salt Lake City to Manitou Springs and Denver, have been made standard gauge, and there is no longer any necessity for changing to narrow-gauge cars. Leaving San Francisco by the Southern Pacific Company's Ogden line, the parties will journey across California and Nevada, passing over the picturesque Sierra Nevada by daylight. At Ogden connection is made with the Rio Grande Western Railway, over which line we proceed to Salt Lake City, where we shall remain through Wednesday. Resuming the journey, over the Rio Grande Western Railway, Wednesday afternoon, the parties will traverse the great scenic sections of that road and its continuation, the Denver & Rio Grande Railway. It has been arranged that the special trains shall be run over the most interesting parts of the line by daylight, and among the grand features thus to be seen are the passes and cañons lying upon the newly built sections of the line, the famous Marshall Pass, to which a side trip will be made, and the stupendous Royal Gorge. The parties will reach Manitou Springs Saturday, and there will be sojourns at the Cliff or Barker Houses until Monday evening, when the trains will depart for Denver. Tuesday will be passed at Denver, and leaving that city Tuesday evening, the homeward journey will be continued through Colorado and Nebraska to Omaha and Council Bluffs, and from the latter city over the Chicago, Rock Island & Pacific Railway through Iowa and Illinois. Blue Island Junction (seventeen miles from Chicago) will be reached Thursday noon, and there will be a transfer to the tracks of the Chicago & Grand Trunk Railway for the farther journey eastward. Passengers who desire to visit Chicago arrive in that city an hour later than the arrival at Blue Island Junction. Friday will be passed at Niagara Falls, and Boston will be reached Saturday morning *via* the West Shore and Fitchburg Railroads.

## Itinerary of Returning Excursion by Route D—Denver & Rio Grande Line.

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|----------------------|---|
| MONDAY, March 14.    | Leave San Francisco at 9.00 A. M. (transfer by coaches of the United Carriage Company from the Palace Hotel to the Oakland Ferry), taking a train of Pullman palace sleeping-cars at Oakland Pier, and proceeding eastward <i>via</i> the Southern Pacific Company's Ogden line; cross the Sierra Nevada by daylight. |
| MONDAY, April 4.     |   |
| MONDAY, April 18.    |   |
| MONDAY, May 9.       |   |
| MONDAY, June 13.     |   |
| TUESDAY, March 15.   | On the Southern Pacific Company's Ogden line <i>en route</i> through Nevada and Utah.   |
| TUESDAY, April 5.    |   |
| TUESDAY, April 19.   |   |
| TUESDAY, May 10.     |   |
| TUESDAY, June 14.    |   |
| WEDNESDAY, March 16. | From Ogden <i>via</i> Rio Grande Western Railway; arrive at Salt Lake City at an early morning hour; remain at Salt Lake City during the forenoon; leave, <i>via</i> Rio Grande Western Railway, at 1.00 P. M.  |
| WEDNESDAY, April 6.  |   |
| WEDNESDAY, April 20. |   |
| WEDNESDAY, May 11.   |   |
| WEDNESDAY, June 15.  |   |
| THURSDAY, March 17.  | <i>En route</i> during the day through the magnificent scenic sections of Eastern Utah and Colorado. From Grand Junction eastward <i>via</i> the Denver & Rio Grande Railway; arrive at Salida, Col., at a late hour.   |
| THURSDAY, April 7.   |   |
| THURSDAY, April 21.  |   |
| THURSDAY, May 12.    |   |
| THURSDAY, June 16.   |   |
| FRIDAY, March 18.    | Excursion from Salida over the elevated Marshall Pass (10,858 feet high) on the narrow-gauge division of the Denver & Rio Grande Railway; leave Salida at 9.00 A. M.; lunch at Marshall Pass, and then return to Salida.  |
| FRIDAY, April 8.     |   |
| FRIDAY, April 22.    |   |
| FRIDAY, May 13.      |   |
| FRIDAY, June 17.     |   |

SATURDAY, March 19.	On the Denver & Rio Grande Railway <i>en route</i> through the Royal Gorge and other fine scenic sections of the line. Observation cars will be used. Arrive at Manitou Springs 3.00 P. M.; stay at the Cliff House, E. E. Nichols, proprietor, and the Barker House, C. W. Barker, proprietor.
SATURDAY, April 9.	
SATURDAY, April 23.	At Manitou Springs.
SATURDAY, May 14.	
SATURDAY, June 18.	At Manitou Springs. Go on board sleeping-cars at night, and leave Manitou Springs at 10.00 P. M.
SUNDAY, March 20.	
SUNDAY, April 10.	Arrive in Denver at an early morning hour. The cars will be placed upon a side track, and remain during the day, affording ample opportunity for the visitors to see the city; meals will be furnished at the station dining-rooms. Leave Denver at 5.00 P. M.
SUNDAY, April 24.	
SUNDAY, May 15.	On Union Pacific Railway <i>en route</i> through Nebraska; arrive at Omaha 4.00 P. M. (Central standard time) and at Council Bluffs 4.20 P. M.; leave Council Bluffs at 5.00 P. M. <i>via</i> Chicago, Rock Island & Pacific Railway.
SUNDAY, June 19.	
MONDAY, March 21.	On Chicago, Rock Island & Pacific Railway <i>en route</i> through Iowa and Illinois; arrive at Blue Island Junction about 1.30 P. M.; thence east on the Chicago & Grand Trunk Railway.
MONDAY, April 11.	
MONDAY, April 25.	
MONDAY, May 16.	
MONDAY, June 20.	
TUESDAY, March 22.	
TUESDAY, April 12.	
TUESDAY, April 26.	
TUESDAY, May 17.	
TUESDAY, June 21.	
WEDNESDAY, March 23.	
WEDNESDAY, April 13.	
WEDNESDAY, April 27.	
WEDNESDAY, May 18.	
WEDNESDAY, June 22.	
THURSDAY, March 24.	
THURSDAY, April 14.	
THURSDAY, April 28.	
THURSDAY, May 19.	
THURSDAY, June 23.	

FRIDAY, March 25.	
FRIDAY, April 15.	
FRIDAY, April 29.	
FRIDAY, May 20.	
FRIDAY, June 24.	
SATURDAY, March 26.	
SATURDAY, April 16.	
SATURDAY, April 30.	
SATURDAY, May 21.	
SATURDAY, June 25.	
	Arrive at Niagara Falls, N. Y., 8.06 A. M. (Eastern standard time), remain here until afternoon; leave Niagara Falls, <i>via</i> West Shore Railroad (from New York Central Railroad station), at 5.36 P. M.
	From Rotterdam Junction eastward <i>via</i> Fitchburg Railroad; arrive in Boston (Fitchburg Railroad station, Causeway street) 9.50 A. M.

### Return Route E — Northern Pacific Line.

Two of the returning excursions in the spring and early summer will lie through Oregon, Washington, the Puget Sound region, and eastward over the entire length of the Northern Pacific Railroad. In connection with the June trip a visit may be made to the Yellowstone National Park. Leaving San Francisco by the Southern Pacific Company's Mount Shasta line, the parties will proceed over that magnificent scenic route to Portland, Or. After a visit to Portland, with the new and elegant hotel, The Portland, as a sojourning-place, there will be a side trip up the Columbia River to Dalles City, the railway being taken one way and a steamer the other. Then will follow a railway ride to Seattle, and a trip by steamer from the latter place across Puget Sound to Victoria, B. C., and back to Tacoma. The passengers will resume their eastward journey over the Northern Pacific Railroad at the latter point, passing first over the picturesque Cascade Division of this line. Leaving Seattle and Tacoma Monday afternoon, the train will be due at Livingston at an early hour Wednesday morning, and at Minneapolis and St. Paul Thursday afternoon. In connection with the last excursion there will be a divergence at Livingston for the purpose of visiting

the Yellowstone National Park. Sojourns will be made in both St. Paul and Minneapolis, and the eastward journey will be resumed over the Albert Lea and Rock Island route. A day will be passed at Niagara Falls, and the eastern cities will be reached the day ensuing. The dates of departure from San Francisco are Thursday, April 7, and Thursday, June 2, and of arrival in Boston, New York, and Philadelphia, Thursday, April 28, and Thursday, June 30.

### Itinerary of Returning Excursions by Route E—Northern Pacific Line.

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| THURSDAY, April 7.   | { | Transfer by the United Carriage Company from the Palace Hotel to             |
| THURSDAY, June 9.  | { | the Oakland Ferry, and leave San Francisco at 9.00 P. M. <i>via</i> the      |
| Southern Pacific Company's Mount Shasta route; leave Oakland Pier at 9.30 P. M. in Pullman palace cars.  |   |  |
| FRIDAY, April 8.   | { | On the Southern Pacific Company's line <i>en route</i> through the upper     |
| FRIDAY, June 10.   | { | valley of the Sacramento, through the Mount Shasta region, over the          |
| Siskiyou Mountains, and down through the valleys of the Rogue and Umpqua Rivers.                         |   |  |
| SATURDAY, April 9.   | { | On the Southern Pacific Company's line <i>en route</i> through the valley of |
| SATURDAY, June 11.   | { | the Willamette; arrive in Portland 9.35 A. M.; omnibus transfer to The       |
| Portland.  |   |  |
| SUNDAY, April 10.  | { | In Portland.   |
| SUNDAY, June 12.   | { |  |
| MONDAY, April 11.  | { | In Portland. Omnibus transfer to the Union station, and leave Port-          |
| MONDAY, June 13.   | { | land <i>via</i> Union Pacific Railroad 8.45 P. M.                            |
| TUESDAY, April 12.   | { | Arrive at Dalles City 12.25 A. M.; remain upon the cars until morning;       |
| TUESDAY, June 14.  | { | leave Dalles City on Union Pacific steamer 7.00 A. M. for the trip           |
| down the Columbia River; breakfast and dinner on board the boat; on arrival at Upper Cascades trans-     |   |  |
| fer by Portage Railway to Lower Cascades; leave there by steamer; arrive at Portland 4.30 P. M.; omni-   |   |  |
| bus transfer to the Portland, and after supper transfer from the hotel to the Union station; leave Port- |   |  |
| land <i>via</i> Northern Pacific Railroad at 10.00 P. M.   |   |  |

- WEDNESDAY, April 13.      } Arrive at Seattle 8.40 A. M.; omnibus transfer to The Rainier.  
 WEDNESDAY, June 15.      }  
 THURSDAY, April 14.      } Omnibus transfer to the wharf, and leave Seattle by steamer 10.15  
 THURSDAY, June 16.      } A. M.; arrive at Victoria, B. C., 4.30 P. M.; transfer to The Driard.  
 FRIDAY, April 15.      } In Victoria. Transfer to steamer in the evening and leave Victoria at  
 FRIDAY, June 17.      } 8.30 P. M.  
 SATURDAY, April 16.      } Arrive at Tacoma 5.15 A. M.; at 6.00 A. M., omnibus transfer from the  
 SATURDAY, June 18.      } wharf to The Tacoma.  
 SUNDAY, April 17.      } In Tacoma.  
 SUNDAY, June 19.      }  
 MONDAY, April 18.      } In Tacoma. Omnibus transfer to the Northern Pacific Railroad sta-  
 MONDAY, June 20.      } tion, and leave Tacoma at 2.40 P. M. in Pullman palace cars; meals  
 will be furnished by the Northern Pacific dining-cars during the trip; cross the Cascade range by day-  
 light.  
 TUESDAY, April 19.      } On the Northern Pacific Railroad *en route* through eastern Washing-  
 TUESDAY, June 21.      } ton, Idaho, and Montana, passing Lake Pend d'Oreille by daylight.  
 WEDNESDAY, April 20.      } On Northern Pacific Railroad *en route* through Montana.  
 WEDNESDAY, June 22.      }  
 NOTE.—In connection with the last excursion (arriving at Livingston Wednesday, June 22) there  
 will be a side trip of a week through the Yellowstone National Park. (See special itinerary.)  
 THURSDAY, April 21.      } On Northern Pacific Railroad *en route* through North Dakota and  
 THURSDAY, June 23.      } Minnesota; arrive in St. Paul 6.05 P. M.; omnibus transfer from the  
 station to the Hotel Ryan.  
 FRIDAY, April 22.      } In St. Paul.  
 FRIDAY, June 24.      }  
 SATURDAY, April 23.      } In St. Paul. Omnibus transfer from the hotel to the Minneapolis &  
 SATURDAY, June 25.      } St. Louis Railway station, and at 9.55 leave St. Paul; arrive at Minne-  
 apolis 10.40 A. M.; omnibus transfer to the West Hotel.

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|----------------------|---|--|
| SUNDAY, April 24.    | } | In Minneapolis.  |
| SUNDAY, June 26.     |   |  |
| MONDAY, April 25.    | } | Omnibus transfer from the hotel to the Minneapolis & St. Louis Railway station, and at 7.07 P. M. leave Minneapolis by the Albert Lea route. |
| MONDAY, June 27.     |   |  |
| TUESDAY, April 26.   | } | On Chicago, Rock Island & Pacific Railway (Albert Lea route) <i>en route</i> through Iowa and Illinois; from Blue Island Junction eastward   |
| TUESDAY, June 28.    |   | on Chicago & Grand Trunk Railway. Persons desiring to go through to Chicago can do so, the train arriving in that city at 1.15 P. M.         |
| WEDNESDAY, April 27. | } | Arrive at Niagara Falls, N. Y., 8.06 A. M. (Eastern standard time);  |
| WEDNESDAY, June 29.  |   | remain here until afternoon; leave Niagara Falls, <i>via</i> West Shore Railroad from New York Central Railroad station, at 5.26 P. M.       |
| THURSDAY, April 28.  | } | From Rotterdam Junction eastward <i>via</i> Fitchburg Railroad; arrive in  |
| THURSDAY, June 30.   |   | Boston (Fitchburg Railroad station, Causeway street) 9.50 A. M.  |

**NOTE.**—The foregoing itinerary is subject to slight changes.

### The Side Trip Through the Yellowstone National Park.

The excursion through the Yellowstone National Park will occupy a week, the party arriving at Livingston Wednesday, June 22. The round of the park will be very thorough, and a longer time will be allotted to the various places of interest than ordinary tourists are accustomed to take. The Mammoth Hot Springs, Norris, Lower, Midway, and Upper Geyser Basins, the Grand Cañon of the Yellowstone and Yellowstone Lake will be visited, extra time being given in order that the round may be made leisurely and comfortably. The itinerary of the Yellowstone National Park party east of Livingston will differ slightly from the one followed by the direct parties.

## Itinerary of the Yellowstone National Park Trip.

WEDNESDAY, June 22.—Arrive at Livingston, Mon., 4.05 A. M., and remain on the sleeping-cars undisturbed until morning; breakfast at the Albemarle Hotel; leave Liyington at 8.15 A. M. *via* the National Park Branch of the Northern Pacific Railroad; arrive at Cinnabar 10.18 A. M.; leave Cinnabar by George W. Wakefield's stage line at 10.30 A. M.; arrive at Mammoth Hot Springs Hotel 12.00 M.

THURSDAY, June 23.—Leave Mammoth Hot Springs in George W. Wakefield's stages at 8.00 A. M., for the tour through the park; arrive at Norris Geyser Basin 12.30 P. M.; dinner there; leave Norris Geyser Basin 1.30 P. M.; arrive at Grand Cañon Hotel 4.00 P. M.

FRIDAY, June 24.—At Grand Cañon of the Yellowstone. Leave at 1.00 P. M.; arrive at Yellowstone Lake 5.00 P. M.

SATURDAY, June 25.—Leave Yellowstone Lake 8.00 A. M.; arrive Trout Creek 12.00 M.; dinner there; leave Trout Creek 1.00 P. M.; arrive at Upper Geyser Basin 6.00 P. M.

SUNDAY, June 26.—At Upper Geyser Basin.

MONDAY, June 27.—Leave Upper Geyser Basin 8.00 A. M.; visit "Excelsior" Geyser, "Prismatic" Spring, etc., and arrive at Fountain Geyser Hotel, Lower Geyser Basin, about 11.00 A. M.

TUESDAY, June 28.—Leave Fountain Geyser Hotel 8.00 A. M., and proceed to Norris Geyser Basin, passing Gibbon Falls and the principal geysers in the Norris Basin, including the "Monarch," "Minute Man," etc.; arrive at Norris Geyser Basin 1.00 P. M.; dinner there; leave Norris Geyser Basin 2.00 P. M.; arrive at Mammoth Hot Springs 6.00 P. M.

WEDNESDAY, June 29.—Leave Mammoth Hot Springs 2.15 P. M.; arrive at Cinnabar 3.45 P. M.; leave Cinnabar, *via* National Park Branch of the Northern Pacific Railroad, 4.00 P. M.; arrive at Livingston 6.45 P. M.; supper at Albemarle Hotel; leave Livingston 10.10 P. M., and proceed eastward over the main line of the Northern Pacific Railroad.

THURSDAY, June 30.—On the Northern Pacific Railroad *en route* through Montana and North Dakota.

FRIDAY, July 1.—On the Northern Pacific Railroad *en route* through North Dakota and Minnesota. Arrive in St. Paul 12.40 P. M.; omnibus transfer to the Hotel Ryan.

SATURDAY, July 2.—Omnibus transfer from the Hotel Ryan to the Minneapolis & St. Louis Railway station, and leave St. Paul at 9.55; arrive in Minneapolis 10.40 A. M.; omnibus transfer to the West Hotel.

SUNDAY, July 3.—In Minneapolis.\*

MONDAY, July 4.—In Minneapolis. Omnibus transfer from the West Hotel to the Minneapolis & St. Louis Railway station, and leave Minneapolis by the Albert Lea route at 7.07 P. M.

TUESDAY, July 5.—On Chicago, Rock Island & Pacific Railway (Albert Lea route), passing through Iowa and Illinois; from Blue Island Junction eastward on Chicago & Grand Trunk Railway. Passengers desiring to go through to Chicago can do so, the train arriving in that city at 1.15 P. M.

WEDNESDAY, July 6.—Arrive at Niagara Falls, N. Y., 8.06 A. M. (Eastern standard time); remain here until afternoon; leave Niagara Falls, *via* West Shore Railroad (from New York Central Railroad station), at 5.26 P. M.

THURSDAY, July 7.—From Rotterdam Junction eastward *via* Fitchburg Railroad; arrive in Boston (Fitchburg Railroad station, Causeway street) at 9.50 A. M.

#### Other Excursions.

There will be an excursion in February and March to the Sandwich Islands, under special escort, with a visit to the Volcano of Kilauea and other novel features. This trip will enable the participants to gain something more than a casual glimpse of the Hawaiian Islands, as several weeks will be passed in Honolulu and in excursions therefrom.

In the early summer there will be one or more excursions to the wonderful scenic points on the coast of British Columbia and Alaska.

#### The Yosemite Valley and Big Tree Groves.

The October party will reach California in ample time to make an autumn trip to the Yosemite Valley and Big Tree Groves. Persons who desire to visit the valley can

do so to the best advantage in a side trip, while making the journey one way or the other between Los Angeles and San Francisco. A branch railway line extends from Berenda (304 miles from Los Angeles and 178 miles from San Francisco) a distance of twenty-two miles to the station of Raymond; and stage transportation from that point to the Wahwonah Hotel (formerly Clarke's or Big Tree station), and thence into the valley, will be furnished by the Yosemite Valley Stage & Turnpike Company. The extension of the railroad towards the valley has materially decreased the stage journey. The whole distance to be traveled by stage is now only sixty miles — thirty-four from Raymond to Clarke's, and twenty-six from Clarke's to the valley. The cost of the trip from Berenda into the valley and return, and including the side trip from the Wahwonah Hotel to the Big Trees and back, is \$35. These tickets, which cover everything except board and meals, are at reduced rates, and will be sold only to members of our excursion parties.

#### PRICE OF TICKETS.

Returning by Route A (Santa Fe Line).—For adults, \$285. This sum covers first-class passage, all traveling expenses included, from Boston, *via* Suspension Bridge, Chicago, Kansas City, Albuquerque, Barstow, and San Bernardino, to Pasadena and Los Angeles, thence to San Francisco, from San Francisco back to Los Angeles, and returning over the same route traversed in the outward journey; all incidental meals while in transit to and from California, and between Los Angeles and San Francisco; double berth (half a section) on all sleeping-cars during the round trip; round-trip tickets from Los Angeles or San Bernardino to San Diego and return to Los Angeles, from San Bernardino to Redlands and return, from Los Angeles to Redondo Beach and return, from Los Angeles to Santa Barbara and return, from San

Francisco to San Jose, Monterey, and Santa Cruz and return, from San Jose to the summit of Mount Hamilton and return, from San Francisco to San Rafael and return, and the side trips to Las Vegas Hot Springs and Santa Fe; hotel accommodations at Las Vegas Hot Springs; transfers in Chicago and San Francisco, and also hotel accommodations in California for three days (good at any time). Tickets for children under the age of twelve years, including sleeping-car accommodations, \$202. Where no separate sleeping-car accommodations are required, the price for children under the age of twelve years will be \$155.

**Returning by Route B (Union Pacific Line).**—For adults, \$315. This sum covers first-class passage, all traveling expenses included from Boston, *via* Suspension Bridge, Chicago, Kansas City, Albuquerque, Barstow, and San Bernardino, to Pasadena and Los Angeles, thence to San Francisco, and east *via* Sacramento, Ogden, Cheyenne, Council Bluffs, Blue Island Junction or Chicago, Suspension Bridge, and Niagara Falls, to Boston; all incidental meals while making the round trip; double berth (half a section) on all sleeping-cars during the round trip; round-trip tickets from Los Angeles or San Bernardino to San Diego and return to Los Angeles, from San Bernardino to Redlands and return, from Los Angeles to Redondo Beach and return, from Los Angeles to Santa Barbara and return, from San Francisco to San Jose, Monterey, and Santa Cruz and return, from San Jose to the summit of Mount Hamilton and return, and from San Francisco to San Rafael and return; side trips to Las Vegas Hot Springs and Santa Fe on the outward journey, and to Salt Lake City and Manitou Springs on the homeward journey; hotel accommodations in Chicago and Manitou Springs; transfers in Chicago, San Francisco, and Manitou Springs, and also hotel accommodations in California for three days (good at any time). Tickets for children, including separate sleeping-car berth, \$204.50. Where no separate sleeping-

car accommodations are required, the rate for children under the age of twelve years will be \$165.

**Returning by Route D (Denver & Rio Grande Line).**—For adults, \$315. This sum covers first-class passage, all traveling expenses included, from Boston, *via* Suspension Bridge, Chicago, Kansas City, Albuquerque, Barstow, and San Bernardino, to Pasadena and Los Angeles, thence to San Francisco, and east *via* Sacramento, Ogden, Salt Lake City, Pueblo, Manitou Springs, Denver, Council Bluffs, Blue Island Junction or Chicago, Suspension Bridge, and Niagara Falls to Boston; all incidental meals while making the round trip; double berth (half a section) on all sleeping-cars during the round trip; round-trip tickets from Los Angeles or San Bernardino to San Diego and return to Los Angeles, from San Bernardino to Redlands and return, from Los Angeles to Redondo Beach and return, from Los Angeles to Santa Barbara and return, from San Francisco to San Jose, Monterey, and Santa Cruz and return, from San Jose to the summit of Mount Hamilton and return, from San Francisco to San Rafael and return; side trips to Las Vegas Hot Springs and Santa Fe on the outward journey and over the Marshall Pass and to Manitou Springs on the homeward journey; hotel accommodations in Chicago and Manitou Springs; transfers in Chicago, San Francisco, and Manitou Springs, and also hotel accommodations in California for three days (good at any time). Tickets for children under the age of twelve years, including separate sleeping-car berth, \$204.50. Where no separate sleeping-car accommodations are required, the rate for children under the age of twelve years will be \$165.

**Returning by Route E (Northern Pacific Line).**—For adults, \$385. This sum covers first-class passage, all traveling expenses included, from Boston, *via* Suspension Bridge, Chicago, Kansas City, Albuquerque, Barstow, and San Bernardino, to

Pasadena and Los Angeles, thence to San Francisco, and east *via* overland railway line to Portland (Or.), Columbia River, Tacoma, Victoria (returning to Tacoma), St. Paul, Blue Island Junction or Chicago, Suspension Bridge, and Niagara Falls, to Boston; all incidental meals while making the round trip; double berth (half a section) on all sleeping-cars during the round trip; round-trip tickets from Los Angeles or San Bernardino to San Diego and return to Los Angeles, from San Bernardino to Redlands and return, from Los Angeles to Redondo Beach and return, from Los Angeles to Santa Barbara and return, San Francisco to San Jose, Monterey, and Santa Cruz and return, San Jose to the summit of Mount Hamilton and return, and San Francisco to San Rafael and return; side trips to Las Vegas Hot Springs and Santa Fe on the outward journey, and to Dalles City, on the Columbia River, and on Puget Sound returning; hotel accommodations in Chicago, Portland, Seattle, Victoria, Tacoma, St. Paul, and Minneapolis; and transfers in Chicago, San Francisco, Portland, Seattle, Victoria, Tacoma, St. Paul, and Minneapolis; and also hotel accommodations in California for three days (good at any time). Tickets for children under the age of twelve years, including separate sleeping-car berth, \$256.50. Where no separate sleeping-car accommodations are required, the rate for children under the age of twelve years will be \$205.

Tickets for side trip of one week through the Yellowstone National Park, including all stage fares, hotel accommodations, and incidental meals, \$56.

In all cases the return tickets from either Los Angeles or San Francisco, and for the various side trips on the Pacific Coast, are good for six months, so that the passenger can make the sojourn at any point either long or short, as individual preference may dictate. This privilege, with the added fact that the passage coupons are good on any first-class train, renders the tickets especially desirable. The holder, after reaching

California, can travel independently, and his homeward journey may be made also at his own option as to time, as well as in company with a tourist party.

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Tickets for the excursion must be taken on or before Monday, October 12, three days previous to the date of departure.

W. RAYMOND.  
I. A. WHITCOMB.

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Tickets for the excursion, additional copies of this circular, and all needed information can be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.**

New York Office,  
**No. 257 Broadway,**  
RAYMOND & WHITCOMB.

Chicago Office,  
103 SOUTH CLARK STREET, cor. Washington Street,  
**E. H. HUGHES, Agent.**

Philadelphia Office,  
111 SOUTH NINTH STREET, under Continental Hotel,  
RAYMOND & WHITCOMB.

London Office, 142 Strand, W. C.,  
**HENRY GAZE & SON,**  
European Agents for Raymond's American Excursions.

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#### AGENTS ON THE PACIFIC COAST.

FOR SOUTHERN CALIFORNIA,  
**CHARLES C. HARDING, Agent,**  
138 SOUTH SPRING STREET,  
Previous to Dec. 17.  
THE RAYMOND, EAST PASADENA, CAL.,  
After Dec. 17.

LOS ANGELES OFFICE,  
138 SOUTH SPRING ST.,  
RAYMOND & WHITCOMB,  
**F. W. THOMPSON, Agent.**

SAN FRANCISCO OFFICES,  
26 MONTGOMERY STREET,  
ROOM 6,

**CARROLL HUTCHINS, Agent.**

And also 36 MONTGOMERY STREET  
(CORNER SUTTER STREET),  
**CLINTON JONES, Agent.**

PORLAND (Or.) OFFICE,  
83 FIRST STREET,  
**CHARLES KENNEDY, Agent.**

# A MAGNIFICENT TOUR ACROSS THE CONTINENT,

—WITH A—

## Week in the Yellowstone National Park.

The Westward Journey over the Northern Pacific Route, and the Home-  
ward one via the Canadian Pacific Railway.

THIRTY-SIX DAYS AMID THE MOST PICTURESQUE SCENES ON THE CONTINENT.

Date of Leaving Boston, Monday, September 7.

Price of Tickets (all Traveling Expenses Included), . . . \$375.00.

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AN autumn tour of unusual attractiveness, to include a week's round of the Yellowstone National Park, with a visit to the Pacific Coast of the Northwest, and a return journey over the picturesque Canadian Pacific Railway, has been arranged, with Monday, September 7, as the date of departure. The first halt will be made in Chicago, the visitors making the Sherman House, in that city, their headquarters from Wednesday morning until Thursday afternoon, when the westward journey will be resumed

*via* the Wisconsin Central line, which extends to St. Paul and Minneapolis in connection with the Northern Pacific system. A day will be passed at the Hotel Ryan, St. Paul, and Saturday will find the parties at the West Hotel, Minneapolis, where Sunday will be spent. The journey thence over the Northern Pacific Railroad from Minneapolis to Cinnabar, and thence by stage to Mammoth Hot Springs, the first halting-place within the Park, will occupy from Monday morning until Wednesday noon. Then will follow a week's excursion by stage to the Norris Geyser Basin, Lower Geyser Basin, Upper Geyser Basin, Yellowstone Lake, the Yellowstone Falls and Cañon, and back to Mammoth Hot Springs. The time devoted to the Park permits not only a leisurely inspection of all the places visited, but also time for rest and recuperation.

Leaving the Park Wednesday, September 23, the travelers will proceed westward over the Northern Pacific line, through Montana, Idaho, and Washington to the shores of Puget Sound, and then southward into Oregon. This journey will take one over the Rocky Mountains and the Cascade range, and through some of the newly developed cities of the Northwest, including Helena, Spokane Falls, and Tacoma. From Portland, Or., the party will proceed to Dalles City by rail, and the return trip will be made by steamer down the noble Columbia River. There will then be a season of sojourn and rest at the splendid new Portland Hotel, and subsequent visits to Tacoma, Seattle, Port Townsend, Victoria, and Vancouver, before the homeward journey over the Canadian Pacific Railway is entered upon.

The party will leave Vancouver Friday, October 2. The first day out will carry us through the stupendous cañon scenery of the Fraser. The second day's journey lies over the great mountain ranges. The Gold range, the lofty Selkirks, and the Rocky Mountains proper are successively passed, and for the whole distance the traveler is amid the grandest scenes the continent affords. The Banff Springs Hotel, located in

the beautiful Canadian National Park, will be reached Saturday night, and the parties will remain here until Monday night. Several days will now be occupied in the interesting journey through Alberta, Assinboia, and Manitoba, the coming empires of the Canadian West, and the older eastern provinces of Ontario and Quebec. A part of the journey lies along the north shore of Lake Superior, and through the region of lesser lakes which borders the almost unknown country of the farther north. The parties will reach Montreal Saturday morning, and remain over Sunday at the palatial Windsor Hotel. Leaving Montreal from the Windsor street station of the Canadian Pacific Railway Monday morning, October 12, the party will reach Boston the same evening.

The return tickets from Victoria and Vancouver are good for six months, so that persons desiring to visit Alaska, California, Japan, or China, or to devote more time to the Pacific Northwest regions, will be enabled to do so.

W. RAYMOND.

I. A. WHITCOMB.

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 Tickets for this excursion and all required information may be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.**

## EIGHT GRAND WINTER TRIPS

— TO —

# CALIFORNIA.

A Choice of Two Different Outward Routes and Four Different Routes Returning.

ELEGANT PALACE SLEEPING-CARS AND PALACE DINING-CARS.

— ALSO SOJOURNS AT —

The Raymond, at East Pasadena; the Hotel del Monte, at Monterey; the Hotel del Coronado, at San Diego; the Hotel Redondo, at Redondo Beach; the Palace Hotel, at San Francisco; the Hotel Vendome, at San Jose; the Hotel Rafael, at San Rafael; the Arlington, at Santa Barbara; Santa Cruz, and other Famous Pacific Coast Resorts.

## NINE RETURNING PARTIES FROM CALIFORNIA.

Return Tickets good on any Train, and on any Date independent of the parties, if desired.

OUR annual series of winter trips to California for the season of 1891-92 will be unusually attractive. There will be eight different trips in addition to the September and October excursions, elsewhere referred to. These tours admit the widest possible

liberty to the individual tourist, with a choice of two routes on the outward journey, and four different returning routes, with nine dates when parties will return under special escort. In all our trains the best available accommodations in the line of sleeping-car and dining-car service will be brought into requisition. The dates of departure from the East extend through the late autumn, winter, and early spring.

#### Outward by Route A — Santa Fe Line.

There will be five excursions over the Atchison, Topeka & Santa Fe route, with a sojourn over Sunday in Chicago and visits to both Las Vegas Hot Springs and Santa Fe, these trips being in addition to the autumn tour, October 15. The several dates of departure from Boston, and of arrival at Pasadena, Los Angeles and San Diego, are as follows:—

##### LEAVE BOSTON.

THURSDAY, Nov. 12, 1891. Excursion No. 1.  
THURSDAY, Dec. 10, 1891. Excursion No. 2.  
THURSDAY, Jan. 14, 1892. Excursion No. 4.  
THURSDAY, Feb. 11, 1892. Excursion No. 6.  
THURSDAY, March 10, 1892. Excursion No. 8.

##### ARRIVE AT THE RAYMOND, LOS ANGELES, AND SAN DIEGO.

SATURDAY, Nov. 21.  
SATURDAY, Dec. 19.  
SATURDAY, Jan. 23.  
SATURDAY, Feb. 20.  
SATURDAY, March 19.

#### Outward by Route C — via New Orleans.

There will be three outward trips through the South and westward from New Orleans by the Southern Pacific Company's "Sunset Route." One of these, No. 7, will include a sojourn in New Orleans during the *Mardi Gras* carnival (Tuesday,

March 1). The dates of departure from Boston and of arrival at Los Angeles, Pasadena, and San Diego will be as follows:—

LEAVE BOSTON.

TUESDAY, Jan. 12, 1892. Excursion No. 3.  
TUESDAY, Feb. 2, 1892. Excursion No. 5.  
TUESDAY, Feb. 23, 1892. Excursion No. 7.

ARRIVE AT LOS ANGELES,  
THE RAYMOND, AND SAN DIEGO.

TUESDAY, Jan. 26.  
TUESDAY, Feb. 16.  
TUESDAY, March 8.

All the excursion tickets include visits to Redlands, Riverside, San Diego, Pasadena, Los Angeles, Redondo Beach, Santa Barbara, San Francisco, Monterey, Santa Cruz, San Jose, the summit of Mount Hamilton, San Rafael, and other points of interest on the Pacific Coast.

### RETURNING EXCURSIONS.

There will be nine returning excursions under personal escort over four different routes. In all cases the tickets will be good for use independently on the several routes, the holders being entitled to first-class accommodations on any train.

The dates of return from Los Angeles by Route A (the Santa Fe line) are as follows:—

LEAVE LOS ANGELES AND THE RAYMOND.

FRIDAY, March 25, 1892. Returning Excursion No. 2.

ARRIVE IN BOSTON.

SATURDAY, April 2.

The date of return from San Francisco by Route B (Union Pacific line) is as follows:—

LEAVE SAN FRANCISCO.

MONDAY, May 9. Returning Excursion No. 6.

ARRIVE IN BOSTON.

SATURDAY, May 14.

The five dates of return from San Francisco by Route D (Denver & Rio Grande line) are as follows :—

LEAVE SAN FRANCISCO.

MONDAY, March 14. Returning Excursion No. 1.  
MONDAY, April 4. Returning Excursion No. 3.  
MONDAY, April 18. Returning Excursion No. 5.  
MONDAY, May 9. Returning Excursion No. 7.  
MONDAY, June 13. Returning Excursion No. 9.

ARRIVE IN BOSTON.

SATURDAY, March 26.  
SATURDAY, April 16.  
SATURDAY, April 30.  
SATURDAY, May 21.  
SATURDAY, June 25.

There are two dates of return from San Francisco over Route E (Mount Shasta line to Portland, and thence over the Northern Pacific Railroad), as follows :—

LEAVE SAN FRANCISCO.

THURSDAY, April 7. Returning Excursion No. 4.  
THURSDAY, June 9. Returning Excursion No. 8.

ARRIVE IN BOSTON.

THURSDAY, April 28.  
THURSDAY, June 30.

### PRICE OF TICKETS.

In the following list of prices all traveling expenses are included, viz.: Railway passage and a double sleeping-car berth (half a section) to and from California; incidental meals; board at hotels when the same is necessitated in the stops by the way; transfers; side trips to Redlands, Riverside, Pasadena, Redondo Beach, San Diego, Santa Barbara, San Rafael, Monterey, Santa Cruz, San Jose, the summit of Mount Hamilton, and all other points mentioned in the different itineraries; and three days' board after arrival in California.

### Outward by Route A—Santa Fe Line.

LEAVING BOSTON NOV. 12 AND DEC. 10, 1891, AND JAN. 14, FEB. 14, AND MARCH 10, 1892.

	Adults.	Children under 12.
Returning by Route A .....	\$285.00	\$202.00
" " " B or D .....	315.00	204.50
" " " E .....	385.00	260.50

NOTE.—When no separate sleeping-car accommodations are required, the rates for children's tickets will be as follows: Returning by Route A, \$155; Routes B or D, \$165; Route E, \$205.

### Outward by Route C—Southern Pacific Co.'s Line, via New Orleans.

LEAVING BOSTON JAN. 12, FEB. 2, AND FEB. 23, 1892.

	Adults.	Children under 12.
Returning by Route A .....	\$330.00	\$219.00
" " " B or D .....	360.00	241.50
" " " E .....	430.00	283.50

NOTES.—When no separate sleeping-car accommodations are required, the rates for children's tickets will be as follows: Returning by Route A, \$170; Routes B or D, \$200; Route E, \$230.

In connection with returning excursion No. 8 over Route E there will be a side trip of a week, under special escort, through the Yellowstone National Park. Price of tickets, \$56.

W. RAYMOND.

I. A. WHITCOMB.

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A full descriptive circular, tickets, and all required information can be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.**

# TWO GRAND TOURS

THROUGH THE

## Southern States, Mexico, and California,

With Visits to the principal cities of the South; an extended Round of Travel through Mexico, with Sojourns at its chief cities and places of historic and picturesque interest, and a subsequent Trip through the most delightful regions of the Pacific Coast, and homeward through Utah, Colorado, etc.

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### A GRAND EXCURSION OF SEVENTY-FIVE DAYS.

Dates of Leaving Boston, Tuesday, Jan. 12, and Tuesday, Feb. 2.

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ARRANGEMENTS have been made for two grand excursions through the Southern States, Mexico, and California, each of which will extend through a period of seventy-five days. The dates of departure from Boston are Tuesday, January 12, and Tuesday,

February 2, and the early part of the trip will include Cincinnati, Louisville, Ky., Birmingham, Ala., Montgomery, Ala., New Orleans, Houston, Galveston, San Antonio, and other southern points. The round of travel through Mexico includes visits to Zacatecas, Aguascalientes, Leon, Silao, Guanajuato, Querétaro, the City of Mexico, Orizaba, Cordoba, the Falls of Atoyac, Puebla, the Pyramids of Cholula, Tlaxcala, the beautiful and interesting city of Guadalajara, Chihuahua, and the City of Juarez (formerly Paso del Norte). In the course of the California part of the trip there will be sojourns at San Diego, Los Angeles, Pasadena, San Gabriel, Redondo Beach, Santa Barbara, San Rafael, Monterey, Santa Cruz, San Jose, the summit of Mount Hamilton, San Francisco, etc. Leaving San Francisco Monday, March 14, and Monday, April 4, the parties will journey eastward *via* the Southern Pacific Company's Ogden line to Ogden, and thence over the Rio Grande Western Railway and the Denver & Rio Grande Railway through the most picturesque cañons, gorges, and passes of the Rocky Mountains. Visits will be paid to Salt Lake City, Marshall Pass, the Royal Gorge, Manitou Springs, and Denver. The dates of returning to Boston are Saturday, March 26, and Saturday, April 16.

It will be seen that the tour will be very comprehensive both in Mexico and California. In Mexico the round of travel includes visits to a score of interesting places that the individual tourist seldom sees. The train is literally a "hotel on wheels," and the visitors can stop at many points that might otherwise be lost to inspection. A special train service, with most of the travel by daylight, is another feature.

The sojourn in California can be prolonged at the pleasure of the ticket-holder; and hotel coupons, which supply board at the leading Pacific Coast resorts at reduced rates, may be had for the extra time if desired. The tickets are good for returning independently on any train.

PRICES OF TICKETS.

For the regular tour (January 12 to March 26, or February 2 to April 16), all traveling expenses included, \$685.

For the tour through the South, Mexico, and California, then returning *via* Oregon, Washington, Puget Sound, and eastward over the Northern Pacific Railroad, all traveling expenses included, \$755.

For the same tour, with the addition of an excursion of one week through the Yellowstone National Park, all traveling expenses included, \$810.

W. RAYMOND.

I. A. WHITCOMB.

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Descriptive circulars, tickets, and all required information regarding the Mexican excursions can be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.**

THREE GRAND TOURS OF 40 DAYS,  
— THROUGH THE —  
**SOUTHERN STATES AND MEXICO.**  
(OMITTING CALIFORNIA.)

LEAVING BOSTON JANUARY 12, FEBRUARY 2, AND FEBRUARY 23.

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**Price of Tickets (all Traveling Expenses included), - - - \$ 475.00.**

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IN addition to the two excursions through Mexico and California, referred to on the preceding pages, there will be three trips over the same routes through the Southern States and Mexico, but omitting California. Two of these, with January 12 and February 2 as the dates of departure, will be in conjunction with the excursions already mentioned, the parties traveling together until reaching El Paso, on the return from Mexico. The third tour has been arranged independently of the longer trips. The route through the Southern States is precisely the same as in the other excursions, but there will be a slight change in the itinerary to enable the party to remain in New Orleans until after the brilliant *Mardi Gras* festivities (Tuesday, March 1). These affairs have been remarkably attractive for several years past, and the parades of the different organizations planned for 1892 are expected to surpass all previous

efforts. The same cities and places of interest will be visited in Mexico that have been enumerated in connection with the two longer excursions. Journeying from El Paso northward *via* Albuquerque and Las Vegas, the famous Las Vegas Hot Springs will be visited. There will be a sojourn over Sunday at this delightful resort, and from thence the party will return eastward *via* La Junta, Kansas City, Chicago, and Niagara Falls. The round of travel through Mexico will be complete, and every facility will be afforded not only for comfortable and luxurious transit, but also for an extended and intelligent study of the country. No more comprehensive tour through Mexico has ever been planned.

An early registration for these excursions (and also for the previous ones) is advisable, as only a limited number of passengers will be taken.

W. RAYMOND.

I. A. WHITCOMB.

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Copies of the full descriptive circular, together with all needed information, can be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.**

## AUTUMN TRIPS TO POPULAR EASTERN RESORTS.

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DURING the months of September and October there will be a series of excursions to the leading mountain, river, lake, seashore, and spring resorts of New England, Canada, New York, Pennsylvania, Maryland, and Virginia, with visits to the White Mountains of New Hampshire, Adirondack Mountains, and the Catskill Mountains of New York, Blue Ridge of Maryland, Hudson River, St. Lawrence River and Rapids, Saguenay River, Montreal, Quebec, Saratoga, Lake George, Lake Champlain, Lake Placid, Lake Otsego, Lake Memphremagog, Moosehead Lake, Mauch Chunk, Watkins Glen, Niagara Falls, Trenton Falls, Cooperstown, The Thousand Islands, Ausable Chasm, Isles of Shoals, Mount Desert, Old Orchard Beach, the Battlefield of Gettysburg, Blue Mountain House, Old Point Comfort, Natural Bridge of Virginia, the Grottoes of the Shenandoah, Luray Caverns, Harper's Ferry, Richmond, Washington, etc.

Descriptive circulars, tickets, and all required information can be obtained of

**RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.**

## HOW OUR PARTIES TRAVEL.

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THERE are several thousand ladies and gentlemen residing in various parts of the country to whom any special explanation under this head will appear superfluous. These comprise the many who have accompanied us on excursions to California, Mexico, the Yellowstone Park, Washington, Richmond, Saratoga, Niagara Falls, the White Mountains, through Canada, etc. For the benefit of persons who may not have had this experience, a description of our methods is herewith given:—

In the first place care and judgment are used in the formation of a party. It is always our endeavor to bring together tourists of a refined and cultivated class, and to make up our traveling parties of persons of congenial tastes, so that the social element, as well as that of travel and sight-seeing, shall constitute a source of enjoyment. Our success in these particulars has always been very gratifying, and the incidental pleasures of the various trips have been in no small degree enhanced by select and agreeable companionship. Our California parties, and also some of our summer bands of excursionists, have held reunions, and in some instances formed themselves into associations for such purposes. In connection with many excursions, musical and literary entertainments of a high order have been given by artists of acknowledged talent. While these and many other special pleasures are enjoyed in common, a little family group, or party of friends, may be as much by itself, and even

more than in ordinary traveling. Rooming at hotels and on steamers, the arrangement of carriage drives and other details are matters of previous adjustment, so that the wishes of those who are desirous of being placed together or in contiguity are regarded to as great an extent as possible. In long journeys, where sleeping-cars or drawing-room cars are employed, persons are ensured the same places in a manner that would be simply impossible in ordinary traveling. A little party thus secures accommodations collectively, or together, without encroaching in any way upon the rights of others, and without any special effort of its own. No tourist who has had experience in crowded railway cars, steamers, and hotels can fail to see the advantage of having the interests and welfare of himself and companions carefully looked after by another; while those who are benefited by such watchfulness are left to the full enjoyment of their time, untroubled by anxiety as to their ability to secure rooms at their next halting-place, or seats and berths at the next change of train. With our excursion parties these changes of cars are more frequently avoided than in any other way, since through trains are sometimes run for their sole accommodation, and troublesome transfers are often prevented by establishing connections not attainable in the ordinary train service.

One or more experienced conductors accompany every party, and the travelers are relieved of all personal care and responsibility. Arrangements have been made in advance, and there need be no anxiety as to transportation facilities, meals *en route*, hotel accommodations, carriages, transfer and care of baggage, etc. All these things, and many others, are attended to by the conductor and his assistants and every incidental item of the excursion, as well as the railway travel, is covered by the book of coupons, each separate coupon indicating precisely what the holder is entitled to in return therefor. While other travelers are hurrying to and fro in the endeavor to

secure seats, sleeping-berths, conveyances, or rooms, putting forth every effort to outstrip and outdo his neighbor, a member of a "Raymond Party" rests serenely, knowing that all requisite accommodations are reserved for him. The hotel rooming is done in advance, and a little card handed him in the cars informs him where he is domiciled; while his trunk follows him, or perhaps precedes him, to his apartment. Registering one's name in an ordinary manner is not a necessity, the card serving as all the introduction necessary and as an immediate passport to the room. Special cars and often special trains are at the service of the party to facilitate the comfort, seclusion, and convenience of its members. Special excursions are made to important points, and thus time, as well as money, is saved, since independent or ordinary travelers could not command such facilities or attention. With old tourists, as well as with inexperienced ones, this mode of travel finds favor, for they are left free and untrammeled to the enjoyment of their journey and sight-seeing. Ladies journey by this method easier than by any other, inasmuch as they are relieved of many petty cares and annoyances inseparable from ordinary travel. They are enabled, not only to travel without special escorts, but also without becoming dependent on other travelers. Arrangements are made in advance, not only for the comfort of the party as a whole, but for each individual member. Having paid for the entire excursion, a member of one of our parties has no need to make any further expenditures of money, except for the gratification of individual tastes in the purchase of souvenirs, gifts, etc.; all travel and hotel accommodations, with transfers and incidental meals, being covered by the purchased ticket.

A feature of our excursion system which must especially commend itself is this: While the traveler secures many little comforts and attentions that could not otherwise be had, he does not subject himself to any special or ostentatious display, which

would naturally be obnoxious to persons of quiet tastes. Members of our parties move from place to place as private travelers, and are received at hotels as private guests, with the added advantage of having their special wants studied and provided for in advance. In the cars they form a select company, and are relieved of the annoyance of being placed in proximity to strangers, and, as it often happens in the common way of traveling, undesirable people. At the hotels they are welcomed as expected guests, for whom special preparations have been made. If carriage drives are had, the best and most fashionable vehicles are sought, and all semblance to a parade is avoided, little parties going out in precisely the same quiet way they would go if traveling by themselves. By traveling together in the cars, the members of an excursion party gain many special comforts, but it is not at the cost of becoming unpleasantly prominent.

Travelers of experience are perhaps the warmest in praise of our excursions, for the reason that many special comforts are provided, while the objectionable features just alluded to are avoided. Of the ordinary cares and petty annoyances of travel, the "Raymond excursionists" know nothing. All these details are in the hands of the conductor of the party and his assistants, while the traveler himself may rest in the certainty that his interests are well guarded. It is the luxury of sight-seeing without the disturbing element of being compelled to fight one's way to the front at every hotel and at each new point visited.

The adoption of vestibuled trains of Pullman palace cars, and a dining-car service in connection with our California and Mexico excursions, provide special comforts and luxuries not otherwise attainable by the transcontinental traveler.

It should be said further that FIRST-CLASS ACCOMMODATIONS are invariably engaged for our parties, both *en route* and at hotels.







\* Hotel Del Monte \*

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